

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 639.—VOL. XVII.

LONDON, SATURDAY, NOVEMBER 20, 1847.

[PRICE 6D.]

MINE MATERIALS.

MR. WM. MURRAY will SELL, BY PUBLIC AUCTION,
on Tuesday, the 23rd day of November inst., at Ten o'clock in the forenoon precisely, at WHEAL GILL MINE, in the parish of ST. CLEER, in the county of CORNWALL, comprising a 60-inch cylinder STEAM-ENGINE, erected in 1845, by Hocking and Leam, on the most approved principle, is perfect, and can be confidently recommended.—Large and small balance-bobs, a great number of 12-inch pumps, windlasses, door-locks, and working barrels, matching pieces, 12-inch plunger pole, with case, stuffing-box, gland, &c., complete, H-pieces, horse-whims, whitt and pulley, sheaves, pump rings, yokes, staples, and glands, 24, 26, and 14-inch iron-roads, ladders, cap, staples and glands, bucket iron, clack seating, grinder and shade, quantity of half and quarter timber and plank, tackle and frame, boring tackle, vice, smith's and miners' tools, quantity of iron, about 1 cwt. of brass, several new screws, &c.; also the COUNTING-HOUSE FURNITURE, comprising tables, chairs, forms, fender, fire-irons, glass, earthenware, &c.
The whole may be viewed on application being made to Capt. Pail, on the mine; and for any further particulars, to Mr. Robert Taylor, the purser; or of Mr. Wm. Murray, auctioneer.
Dated South Devon Consols Office, Liskeard, Nov. 15, 1847.

SOUTH DEVON CONSOLS MINE, IYBRIDGE, DEVON. MINING MATERIALS AND MACHINERY.

MR. GEO. TRICKETT has received instructions to SELL,
AT PUBLIC AUCTION, on Wednesday, 24th November, 1847, on the SOUTH DEVON CONSOLS MINE, at IYBRIDGE, all the very superior MACHINERY and MATERIALS belonging to the said adventure—consisting of a very excellent WATER-WHEEL, 24-feet diameter and 6-feet breast, with cast-iron rings, brasses, and sockets; 8 cranks, 180 fathoms of launders, 15-inch deep and 4-feet clear, with fil rope prop, balance-bob, main-bob, 36 fathoms of 14-flat-rod, horse-whim, of 9-feet cage, whin kibbles and barrels, 17 fathoms 9-feet 9-inch pumps, 3 8-inch working barrels, 2 8-inch door-locks, 2 windbores, 30 fathoms bucket-rods, 20 fathoms 6-inch shafts, 2 machine pulleys, straps, &c., complete, 30 fathoms of ladders, 60 fathoms 6-inch shafts, 20 fathoms 6-inch rope, 60 fathoms air-pipes, double and treble wrought-iron blocks, to carry 6-inch rope, 4-inch sinking-pipes, with horse-head, pulleys and stands for flat-rod, quantity 9-inch rings, longer-head and brasses, 2 9-inch prongs and castings, bolts, 2 pair yokes, quantity shaft and other timber, 36-inch smith's bellows, nearly new; anvil, vice, and smith's tools, several cwt. scrap iron, 2 bars steel, several coils of safety fuse, wheel-barrow, grindstone, with sundry other articles, in and upon the said mine.
The auctioneer respectfully invites the attention of mine agents and others to the very excellent condition of the above machinery, &c., the whole of which were very recently new.—Catalogues will be ready on Friday, the 19th inst.
Sale to commence at Twelve o'clock.
All parties having claims on the South Devon Consols Mine are requested to send the particulars of the same to the purser, 33, George-street, Plymouth.
15, Whimpey-street, Plymouth, Nov. 8, 1847.

TO IRONMASTERS—BLOWING-ENGINE FOR SALE.
A CONDENSING ENGINE, steam cylinder, 30-inch diameter; blowing cylinder, 23-inch diameter; length of stroke, 7 feet; in good order—has been worked four years.—Apply to Mr. Joseph Bowman, Pembrey, near Llanelli, Swansea.

STRONG MIXING PIG-IRON.—The YSTALYFERA IRON COMPANY has to sell ORDERS for their ANTHRACITE PIG-IRON. This iron mixes well with Scotch pig—imparting to it strength and elasticity, and retaining from it a portion of its softness and fluidity. No. 8 Pig is recommended for mixing with soft iron.—Nos. 1 and 2, for machinery castings, requiring great soundness and strength. At this period, when cast-iron is so much employed in the construction of bridges and other buildings, requiring all the strength and elasticity which the best mixture of metal will afford, it may be interesting to call attention to the characteristics of ANTHRACITE PIG-IRON, as ascertained by that great practical authority, the late DAVID MURPHY, Esq., M.L.C.E.:—
“It greatly exceeds, in strength, in defective powers, and capacity to resist impact, any iron at this time manufactured in the Kingdom.”
“It now only remains for me to mention a property peculiar to this iron, which was noticed at the time I made the trial experiments, four years ago, but which has been more fully developed in those more recently made. The property referred to is one of great springiness, or elasticity, which communicates a tendency to the bar, in deflecting and breaking, to resume its rectangular form. Bars that had obtained a permanent set of 2-10ths, when afterwards broken, presented but a slight deviation from a right line; and in no case, did the curvature exceed one-fourth of a tenth.”
“It was also remarked, that most of the fractures, in breaking, presented a regularity of grain throughout, resembling the structure of unhardened steel.”
Address THE YSTALYFERA IRON COMPANY, Near NEATH, SOUTH WALES.
Dated June 22, 1847.

HOT-BLAST WITHOUT COAL, LABOUR, OR REPAIRS.
DIXON AND BUDD'S PATENTS.
Apply for particulars, or to inspect the process in operation on six blast-furnaces, to J. Palmer Budd, Esq., Ystalyfera Iron-Works, near Neath.
Dated June 22, 1847.

PATENT GALVANISED IRON COMPANY.
(Trading under the firm of “MALINS & RAWLINSONS.”)
Notice is hereby given, that the directors have this day made a further CALL OF TWO POUNDS per share upon the respective owners of the new shares, authorised to be created by the resolution of the special general meeting of the above company of the 28th Oct., 1845. The said call to be PAYABLE on the 30th day of November inst.; and the shareholders are requested to pay the same into the bank of Messrs. Proctor, Grot, and Co., of 62, Threadneedle-street, London, by order, S. VINCENT, Secretary.
3, Mansion-house-place, London, Nov. 12, 1847.

PATENT GALVANISED IRON COMPANY.
(Trading under the style, or firm, of “MALINS & RAWLINSONS.”)
FOR FACILITATING THE SETTLEMENT OF THE AFFAIRS OF THE COMPANY.
Notice is hereby given, that APPLICATION is intended to be made to PARLIAMENT in the ensuing session for leave to bring in a BILL to confer upon the persons now constituting the company or partnership, called “The Patent Galvanised Iron Company, trading under the style, or firm, of Malins and Rawlinsons,” such powers, rights, and privileges as may be necessary or expedient for enabling the said company, or partnership, the better to sue and be sued in courts of law and equity, and for winding up the affairs, liquidating the debts, and collecting the credits of the said company or partnership, and for the dissolution of the said company or partnership.
And to simplify and facilitate the proceedings in actions and suits for the recovery of calls.—And to facilitate the sale and disposition of the lands and hereditaments, goods, chattels, and effects of the said company or partnership.—And to confer other powers, rights, and privileges upon the said company or partnership, and to vary or extinguish all of the existing rights and privileges of the said company or partnership, and of the persons constituting the same, as it may be necessary to vary or extinguish for the purposes aforesaid.—Dated the 11th day of November, 1847.
GOODWIN, PARTRIDGE, WILLIAMS, & EDWARDS, Walbrook-house, Walbrook, London, Solicitors for the Bill.

PATENT GALVANISED IRON COMPANY.
INCORPORATION OF COMPANY WITH POWERS TO HOLD LANDS, TO RAISE MONEY BY LOAN, AND TO PURCHASE LETTERS PATENT.—Notice is hereby given, that APPLICATION is intended to be made to PARLIAMENT, in the ensuing session, for leave to bring in a bill to incorporate a company by the name of the Patent Galvanised Iron Company, for carrying into effect the purchase and taking on lease, and the working of open-pit mines, yielding iron, ironstone, or other metals: coal, culm, or other minerals or mineral produce, and the smelting, manufacturing, and sale thereof, and for coating, covering, or galvanising iron with zinc or other metals, and for the general purchase and sale of iron and coal, coke, and other produce; and to enable the company to be incorporated to purchase by agreement, and to take and hold lands, tenements, and hereditaments, and all rights and interests therein, for the purposes of their undertaking; and to sell, lease, or otherwise dispose of such lands, tenements, and hereditaments, and to receive, and to be received, the rents, profits, and proceeds of the said undertaking; and also to enable the said company to raise money by shares, loan, or mortgage; and also to enable the said company to become the purchasers of the following letters patent—that is to say: certain letters patent dated 29th day of April, 1837, granting unto Henry William Craufurd, his executors, administrators, and assigns, the sole use of an invention of “An improvement in coating or covering iron and copper for the prevention of oxidation,” within England, Wales, and the town of Berwick-upon-Tweed, and also in all his Majesty's colonies and plantations abroad; and certain other letters patent, dated the 6th day of May, 1838, granting unto Pierre Armand Lecomte de Fontainebleau, his executors, administrators, and assigns, the sole use of an invention of “An improved method of preventing the oxidation of metals, within England, Wales, and the town of Berwick-upon-Tweed, and also in all his Majesty's colonies and plantations abroad, and to enable the said patentees, and each of them, or the persons in whom the said several letters patent shall be respectively vested, to sell and assign the same to the said company; and also, to enable the said company to become the purchasers of any other letters patent for the sole use of any invention in coating or covering iron and copper; for the prevention of oxidation, or of any other invention or inventions relating thereto; and to enable the patentees of any such invention or inventions, or the persons in whom the same shall be vested, to sell and assign the same to the said company. And also, to empower the said company to purchase and take an assignment or assignments of any partial or other interest or interests, home or license, or under the said letters patent; and also, to enable the said company to grant licenses, make use of, exercise, and vend, such inventions and improvements; and also, to enable the said company to sell, or otherwise dispose of, the privileges granted by such letters patent, as aforesaid, or any part thereof, or interest therein, respectively. And, in which said bill will also be inserted, the powers and provisions usually inserted in bills of a similar description, and such other powers, rights, and privileges, as may be deemed necessary for carrying into effect the purposes aforesaid.
Dated the 4th day of November, 1847.
GOODWIN, PARTRIDGE, WILLIAMS, & EDWARDS, Walbrook House, Walbrook, London, solicitors for the Bill.

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.
The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, and CALCUTTA direct, by steamers leaving Southampton on the 30th, and for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence are steamers to Naples, Genoa, Civetta Vecchia, three times a month.

STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.
A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

BIRMINGHAM AND OXFORD JUNCTION RAILWAY COMPANY.—FURTHER CALL OF FIVE POUNDS PER SHARE.—The directors having made a further CALL OF FIVE POUNDS per share upon the respective shareholders in this undertaking, PAYABLE on the 20th day of December now next, Notice is hereby given, that the shareholders are required to pay such call on the said 20th day of December now next, to the persons and at the places hereinafter named, on some or one of them (that is to say):—

To the Birmingham Banking Company, at their bank in Birmingham.
To Messrs. Attwoods, Spooner, and Co., at their bank in Birmingham.
To Messrs. Jones Lloyd and Co., at their bank in Louthbury, London.
To Messrs. Spooner, Attwoods, and Co., at their bank in Gracechurch-street, London.
To Messrs. Moss and Co., at their bank in Liverpool.

And, in default of payment being so made, the shareholders making such default will be charged interest, at the rate of 25 per centum per annum, from the last-mentioned date, until the call is actually paid.
A circular will be sent to each shareholder, which must be deposited at the bankers', when the call is paid.
By order of the board of directors,
24, Bennett's-hill, Birmingham, Nov. 10, 1847. JOHN W. KIRSHAW, Sec.

CALEDONIAN RAILWAY.—LOANS ON DEBENTURES.

The CALEDONIAN RAILWAY COMPANY are prepared to RECEIVE TENDERS OF LOANS ON DEBENTURES, in sums of not less than £500, for three or five years—bearing interest at the rate of 5 per cent. per annum, payable half-yearly, in Edinburgh, Glasgow, London, Liverpool, Manchester, or Bristol.

Tenders to be addressed to this office. Parties may also communicate personally with Messrs. Foster and Brathwaite, 68, Old Broad-street, London.

By order of the directors, D. HANKINS, Treasurer.
Caledonian Railway Office, 122, Princes-street, Edinburgh, March 26, 1847.

CAMERON'S COALBROOK STEAM COAL & SWANSEA AND LOUGHOR RAILWAY COMPANY.

REGISTERED AND INCORPORATED.
Notice is hereby given, that, in pursuance of a resolution of the board of directors, the proprietors of shares in the above company are hereby required to PAY A CALL OF TWO POUNDS on each of their respective shares, on or before the 15th day of January next, at this office. Interest, at the rate of 5 per cent. per annum, will be charged upon all calls remaining unpaid from and after the day above-mentioned; and all shares on which such call shall not be paid, are liable to forfeiture, according to the provisions of the Deed of Settlement.

By order of the board of directors, A. C. HOWDEN, Sec.
Office, 5, Moorgate-street, London, Nov. 12, 1847.

N.B.—It will be necessary to produce the certificates of shares, that the indorsement of the payment may be made thereon.

RAILS.—FOR SALE, BY PRIVATE CONTRACT, FIVE THOUSAND TONS OF WROUGHT-IRON RAILS, of such quality as those now USED BY ALL THE ENGLISH RAILWAYS.—To be delivered on board ship, or on a wharf in the Bristol Channel, in equal proportions, in the months of January, February, March, April, and May next; and to be made to the firm given by the purchaser, of not unusual, equal top and bottom, or single-headed form. The make is first-rate, and the contract will be handed over to the purchaser for direct communication with the maker, if desired.

Approved bills, at six months, or debentures, of an approved Railway Company, at 12 months, will be taken in payment.

For particulars, apply to Messrs. Whitcomb and Barton, metal brokers, 75, Old Broad-street, London.

RAILWAY PATENT.—By means of which a LOCOMOTIVE ENGINE, with its train, may be made to ASCEND any NUMBER OF INCLINED PLACES that can occur on a line of railway, without causing a change of engine or alteration to the train. Height of the ascent limited only by the power of the engine for the draught, when sliding on the rails is prevented.—For plate and description of the above, apply, by paid letter, to the patentee, Robert Nibet, of Lambdon, by Greenlaw, Berwickshire, N.B.

Indeed, we may venture, without running much chance of contradiction, to ask whether any plan has to this day been proposed of overcoming steep gradients (without cutting), which can at all be compared with this in point of general efficiency? The stationary engine and rope system is the only other plan of the sort which occurs to our minds at this moment as worth citing, and that is so manifestly inferior to this in convenience and cheapness, as not to bear a word's discussion as a rival scheme.”—London Mechanics Magazine, Dec. 12, 1846.

TO RAILWAY ENGINEERS, CONTRACTORS, AND OTHERS.—The ADVERTISER having obtained her Majesty's Letters Patent for an IRON TRUSS BRIDGE, peculiarly adapted, from its great strength and economy, for RAILROADS, is ready to treat with such companies, and other persons, as may feel disposed to adopt it. This bridge has been put up in the United States, on the New York and Harlem railroad (one of 70 feet span, weighing 13 tons), and is highly approved of by the directors—in consequence of which several other companies are giving their orders for its erection.

A model can be seen, and further particulars given, either personally or by letter, on application, to Mr. S. Moulton, care of the Editor of the Mining Journal, 26, Fleet-street.

VIADUCTS AND OTHER RAILWAY WORK.—The attention of Railway Engineers, Architects, and Contractors is particularly directed to the great advantages to be derived from the application of SETTSSEL ASPHALTE, as the only impervious pavement covering the tracks and the lining of reservoirs, gutters, &c. The arrangements of CLARIDGE'S PATENT ASPHALTE COMPANY enable it to execute works of any extent with the greatest promptitude.

In order to guard against the use of spurious materials, it is important that all applications for works to be executed be made direct to this company; and, as a further protection, it is suggested that Engineers, Architects, and Contractors, should require a CERTIFICATE from the company that the proper description of material has been used.

Information may be obtained as to all works which have been executed by the company since its establishment in 1835, which will prove that the failure of many works represented to have been done with the genuine material has resulted from the substitution of a spurious one.

Seyssel Asphaltic Company, Stangate, London.

ADCOCK'S PATENT SPRAY PUMP.—This important INVENTION having been PERFECTED, and brought into SUCCESSFUL PRACTICAL OPERATION at LLANHIDDEL, at pits belonging to R. J. Blewitt, Esq., M.P., Llantarnam Abbey, near Newport, Monmouthshire, the PATENTEE is ready to RECEIVE, and to execute, ORDERS.—Apply to Henry Adcock, C.E., at his offices, 137, Strand, London, where pamphlets, descriptive of the invention, may be had; at the office of the Mining Journal, 26, Fleet-street; and through any respectable bookseller.—Price 6d.

COMMERCIAL ELECTRIC TELEGRAPH.—The only really commercial TELEGRAPH is that which may be used for ALL PURPOSES, without restriction—upon which terms BRETT & LITTLE are prepared to GRANT LICENSES for their ELECTRO-TELEGRAPHIC CONVERTER.

For tickets to inspect, apply to BRETT & LITTLE, Furnival's Inn, London.

PATENT GALVANISED IRON AND WIRE ROPE WORKS, MILLWALL, POPLAR.

ANDREW SMITH begs to inform the Mining, Railway, and Shipping interests, that he has obtained a PATENT for an IMPROVED METHOD OF GALVANISING IRON, producing a much superior article at a considerable saving in cost—the improved process for galvanising wire rope, adding only £10 per ton instead of £20, under the ordinary process. The rope is extensively used in damp situations, for mining and railway purposes, and for ships' standing rigging.

AS SAYING AND ANALYSIS.—Mr. MITCHELL begs to inform the MANAGERS, &c., of MINES, SMELTING-WORKS, and MANUFACTORIES, that he still continues to CONDUCT ASSAYS and ANALYSES of all PRODUCTS, metallurgical and manufacturing, at his LABORATORY, 25, HAWLEY-ROAD, KENTISH TOWN, LONDON, to which address communications are to be forwarded.—Instruction in all branches of assaying and analysis as usual.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—“I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this.”

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cornthorne, Cornwall.

COLUMBIA HOUSE, 33, CHARTER-HOUSE-SQUARE,
LONDON, is OPEN for the RECEPTION and ACCOMMODATION of COMMERCIAL GENTLEMEN visiting London. This establishment is select, pleasantly, and centrally situated, and combines economy with comfort.—Terms for bed and breakfast, 3s. 6d. Dinner and other requirements equally moderate, and no charge for servants.

WANTED.—TO IRONMASTERS, ENGINEERS, AND OTHERS.—A CIVIL ENGINEER, of business-like habits, who speaks French and German fluently, and is well acquainted with the continent of Europe, is desirous of an ENGAGEMENT as TRAVELLING AGENT, in connection with either railway, steam-engines, or other branches of mechanism. The advertiser has held, for the last three years, an appointment under one of the continental Governments, and is practically acquainted with all foreign methods of transacting business, and can obtain easy access to the chief authorities of each government, railway, steam-boat companies, &c.; or would be open to an engagement to SUPERINTEND a MINING ESTABLISHMENT or RAILWAY, either in England, or on the continent. The most satisfactory references and testimonials can be given.—Address “S. G.,” care of the Editor of the Mining Journal, 26, Fleet-street, London.

TO ENGINEERS, MINING COMPANIES, AND CAPITALISTS.—A GENTLEMAN, whose talents are publicly known, has an APPARATUS for CUTTING THROUGH SOLID ROCK, SINKING SHAFTS, CUTTING LEVELS, AND REMOVING OBSTRUCTIONS UNDER WATER, IN ONE-EIGHTH THE TIME OF MANUAL LABOUR.—The advertiser's object is to meet with a capitalist who will so act as to carry out the invention for a mutual benefit, instead of a company. Millions can be made, and the invention is sterling.—Apply to “R. E.,” at the office of the Mining Journal, 26, Fleet-street; or to Messrs. F. W. Campin & Co., Patent Office, 210, Strand, London.

IRON TRADE.—A GENTLEMAN, holding a long LEASE on a MINERAL PROPERTY, the mines of which can be obtained very extensively, and at reasonable rates, for the MANUFACTURING OF IRON, is desirous to meet with a PARTNER, to enable him to ERECT IRON-WORKS to consume such minerals, in addition to a land sale colliery, now in operation.—This property is connected by a branch with one of the principal railways in the north, and very extensive iron-works are in the neighbourhood.—For particulars apply by letter (post-paid), directed to “P. W.,” Post Office, Ruabon, Denbighshire.

FOR SALE, BY PRIVATE CONTRACT.—A single-acting PUMPING-ENGINE—cylinder 30-inch diameter, 9-feet stroke, equal beam, with 7-ton boiler, cylinders, spring beam, and first set of rod-shafts attached, being the engine of Wheal St. Cleer.—For particulars, apply to Capt. Osborne, Liskeard; Mr. West, engineer, St. Blassey; or Mr. Rendle, the purser, 13, Octagon, Plymouth.

ON SALE, at the PROVIDENCE MINES, near ST. IVES, a STEAM PUMPING-ENGINE, with boiler, complete—30-inch cylinder, and 6-feet equal beam; a good FLAIN ENGINE, capable of doing good duty.—See *Leam's Reporter*, 1846, 1848, and 1849.

At the NORTH UNITED MINES, near PENZANCE, a STEAM-PUMPING ENGINE, with boiler, complete—30-inch cylinder, 9-feet stroke, and 7-inch the shaft; this is a very superior engine, built by Harvey and Co., in 1843.—Also,

At MULFRA HILL, a WATER-WHEEL, 24-feet diameter, and 30-inches abreast—cast-iron axle, centre-pieces, and crank, with brasses, complete.

Apply to the agents at the mines, or Higga and Son, Penzance.

Dated Oct. 30, 1847.

WILSON & FRASER, 2, WELLINGTON-BUILDINGS, LIVERPOOL, and 15, EXCHANGE-PLACE, GLASGOW, have always ON SALE PIG-IRON, BAR-IRON, RAILWAY CHAIRS, and RAILWAY BARS.

MR. R. TREDINNICK, MINING AGENT AND DEALER IN EVERY DESCRIPTION OF SHARES.

THREE KING'S COURT, LOMBARD-STREET, LONDON.

JAMES LANE, MINING SHARE DEALER, 75, OLD BROAD-STREET, LONDON.

BRITISH MINING OFFICES, No. 12, HAYMARKET, And No. 41, MOORGATE-STREET, LONDON.

And No. 4, STAMP-OFFICE BUILDINGS, MANCHESTER.

At either of which places PROSPECTUSES and SHARES in the various SILVER-LEAD and COPPER MINES connected with these offices, may be obtained.

T. H. TAUNTON, London. W. SHEARMAN, Manchester.

ORIGINAL REGISTRY OFFICE, FOR THE SALE AND PURCHASE OF MINING SHARES.

No. 39, THREADNEEDLE-STREET, LONDON.

CROSSMAN, SOMMERS, AND CO., AGENTS.

SHARES FOR DISPOSAL.

Wheal Ann (Bridford) South Wh. Sophia (Salts) h
Coombe Mine Wheal Susan
North Wheal Camel Victoria Tin Mining Co.
New East Crowndale Wheal Louisa
Wheal Esca (Salts) h &c. &c. &c.

MONEY.—MESSRS. WINSTANLEY & CO., Sharebrokers, inform their friends and the public, they make IMMEDIATE ADVANCES, to any amount, on the deposit of English and Foreign Railway Shares, Scrip, and Debentures, upon exceedingly advantageous terms; they also BUY and SELL every description of STOCK and MINING SHARES, at much less commission than usually charged.

6, Bank Chambers, opposite the Bank of England.

BEDFORD UNITED MINING COMPANY.—The directors of the BEDFORD UNITED MINING COMPANY hereby give Notice, that a SPECIAL GENERAL MEETING of the shareholders will be HELD at the offices of the company, 51, Old Broad-street, on Thursday, the 9th Dec. next, at Twelve o'clock precisely, to consider the propriety of altering the present constitution of the company, and substituting the “Cost-book” System for it.

London, Nov. 13, 1847.

DARTMOOR MINING COMPANY.—Notice is hereby given, that the OFFICES of the DARTMOOR MINING COMPANY are REMOVED from 55, Lombard-street, London, to Church-street, Great Coggeshall, Essex; and Mr. Thos. Bartlett having resigned his office of purser (and his resignation having been accepted), it is requested that all communications may, for the future, be addressed to William Board, purser pro tem, at the said office; and that all CLAIMS upon the company may be sent in within seven days from this date.

Coggeshall, November 16, 1847.

IMPERIAL BRAZILIAN MINING ASSOCIATION, Winchester-house, Broad-street, London, 15th November, 1847.—The directors of this association have, under the powers vested in them by the Deed, made a CALL of ONE POUND on each of the shares of this association, and the proprietors are requested to PAY the same on their respective shares on or before the 16th day of December next, to the London Joint-Stock Bank, Princes-street, the bankers to the association. No transfer can be made until payment of the call.

GEORGE THOMAS, Acting Director.

WHEAL SOPHIA MINE.—Notice is hereby given, that in consequence of the counting-house not being completed, the next GENERAL MEETING of the adventurers of the above mine will be HELD at the said counting-house, on the mine, on Thursday, the 9th December, instead of Thursday, the 2d Dec. Dated Nov. 16, 1847.

ASTURIAN MINING COMPANY.—Notice is hereby given, that the following SHARES in this company, on which the call due on the 4th of August last has not been paid, are declared FORFEITED, and will be SOLD for the benefit of the company, unless such call, with interest, be paid on or before the 30th November inst., consistent with the resolutions of the shareholders, passed at the last general meeting:—

Nos. 211 to 220 inclusive. Nos. 2936 to 2940 inclusive.

404 to 405 “ 4286 to 4290 “

413 to 420 “ 4411 to 4510 “

421 to 470 “ 5298 to 5315 “

601 to 625 “ 5381 to 5390 “

646 to 650 “ 7105 to 7119 “

731 to 750 “ 7211 to 7275 “

751 to 755 “ 7505 to 7555 “

769 “ 7686 to 7696 “

771 “ 7696 to 7645 “

806 to 810 “ 7686 to 7785 “

881 to 910 “ 8216 to 8335 “

1091 to 1100 “ 8251 to 8300 “

1481 to 1490 “ 8321 to 8325 “

1621 to 1710 “ 8321 to 8335 “

1921 to 1941 “ 8901 to 9200 “

2811 to 2890 “ 10941 to 10950 “

2951 to 3000 “ 10956 to 10965 “

3351 to 3360 “ 11351 to 11370 “

3581 to 3590 “

By order of the board, K. MACKENZIE, Secretary.

Offices of the Company, 9, Austin Friars, Nov. 13, 1847.

N.B.—The safety attendant on the use of these Losenges, together with their agreeable flavour, has given them a well-merited popularity.

On the concealed cause that preys on the health and shortens the duration of human life.
Illustrated with coloured engravings. — Just published, in a sealed envelope,

Persons desirous of obtaining the above work, and not wishing to apply to a bookseller for the same, may, to ensure secrecy, have it direct from the authors, by enclosing 3s. 6d., or postage stamps to that amount.

At home from Ten till Two, and from Five till Eight. Immediate replies sent to all letters. Inconvenient the fee of 4s. 6d. is added. 2s. 6d. is added for a copy of the work sent by post.

REVIEWS OF THE WORK.

"The author of this singular and talented work is a legally qualified medical man, who is evidently had considerable experience in the treatment of the various disorders, arising from the follies and frailties of early indiscretion. The engravings are an invaluable addition, by demonstrating the consequences of excesses, which must act as a salutary warning to youth and maturity, and by its personal, many questions may be satisfactorily replied to, that admit of no appeal, even to the most confidential friend."—*Eva.*

Sold by Kent and Richards, 52, Paternoster-row, Hannay, 63, Oxford-street; Starie, Chiborne-street, Haymarket; Mansell, 115, Fleet-street; Gordon, 146, Leadenhall-street; free by post, for 42 stamps, from the author's residence, who may be consulted personally (or by letter) on these disorders daily, from 9 till 2, and from 5 till 8.

sold by Sutton and Co., 9, Bow Churchyard; W. Edwards, 67, St. Paul's Churchyard; Kelly and Sons, Farringdon-street; Butler, 4, Cheap-side; R. Johnston, 63, Cornhill; Hill, New Cross; W. B. Jones, chemist, Kingston; J. W. Tanner, Egham; S. Smith, Windsor; J. B. Shillock, Bromley; T. Riches, London-street, Greenwich; T. Parkes, Dulwich; Eds and Co., Dorking; and John Thurlby, High street, Romford—of whom you may had the *Silent Friend*.

A CUREMAN OF THE CATHOLIC CHURCH AND HOLLOWAY'S OINTMENT
FILA.—A benevolent pastor, residing in Belfast (whose name is withheld by his own request), writes to the proprietor of the Ointment, who has been afflicted for four years with an awfully bad leg with its wounds, and extremely painful thorns, to place her foot on the ground. Feeling for her poverty and sufferings, this humane clericman presented her with a supply of Holloway's pills and ointment, which soundly cured her leg in about five weeks, although she has been in the Dublin Hospital for six months, and had consulted several medical men in Ireland. — Sold by all druggists, at FREDERICK HOLLOWAY'S establishment, 246, Strand, London.

inconveniences of wading from line to line on the different gangways with different sets of moving stock; the increased trouble and confusion in arranging and despatching the waggon, carriages, and engines, at the stations wherever the traffic is busy are consequences which will be felt by the public, and which will be indirectly fall on the public, in other ways besides their certain effect in raising the rate of charges. The matter of more direct interest to us, however, is the *inter-secularity* of any plan which renders a multiplication of points and crossings inevitable. On these heads, pains have been taken in certain quarters, and from the trial of the *London and North Western* system, it is to be hoped that the public will not be misled to believe on a scale of a third life. It is to be hoped that the public will not be misled to believe on a scale of a third life.

any such belief. To our mind, it is quite clear, that if the system is to take place real means of constant interchange, in joint stations, where two lines meet—and on other condition can it remove the inconvenience of a break—the number of intersecting and moving points must infinitely be greatly increased: that more arithmetic must be used, that the powers of three and four must be multiplied, that the number of accidents, and the injuries, will grow larger with the increase of the multiplication. Nor must not be forgotten, that there is no working department in which error is more apt, more difficult to provide against, more productive of danger when it occurs, in the business of watching points and crossings. Here you must rely on the daily attention of a number of working-men; and any single instance of neglect may cause a serious accident. Regulations, however strict, will not always suffice to ensure perfect safety; the object of the law is arranged to be as near perfect as possible, and to prevent the most serious injuries, so far as possible—to make a part of the system on which so much depends, in short, as clear and simple as may be. The plan of introducing a third line has just the contrary tendency; and, whatever mechanical address may be applied to it, the effect must be to render the system of lines more complex, to make greater attention continually necessary at a greater number of points, and thereby to increase the chances of disorder. This is the cardinal objection to the expedient, as far as the public are concerned; and it is the only one, which is not answered by the fact, that the plan is a complete adjustment of the question of different gauges, which will be the result of it in a thorough-going manner, if undertaken at all.—*Daily News*.

to throw the carriage off the rails. In fact, the use of a solitary carriage, on Mr. 's plan, would, we have no hesitation in saying, multiply the chances of accident a hundredfold. Indeed, we question whether the chances of working, for a single week, of the present system, with this "self-acting" mechanism, will be less than of the old system, would not give a negative and melancholy decision on the subject of settling the question of the break of gauge by mechanical contrivances. The break of gauge did not to be effected first by the mechanical ingenuity even of a Jacquart, or the engineering skill of a Watt; the question is one of economy, as it was well put by Mr. Sidney, on Wednesday evening, and of whose observations we shall proceed to give a full outline.

Stowey said, he should have been glad if he had been spared the task of intruding his time by the presence of a member of their council, a gentleman whose scientific attainments, as well as his experience as a railway manager, in a district where a breakage occurred, peculiarly fitted him for criticising inventions like that that presented to notice by Mr. Briant. But as it was the special duty of this association not to content itself with merely theoretical ingenuity, but to ascertain what practical benefits might

8 knots an hour was attained with the *Janus*, but the increasing fog rendered inadvisable to proceed further than Woolwich Dockyard, and the *Janus* was at there, the Earl of Dundonald (who was accompanied by Sir J. Hill, Capt. Superintendent of Deptford Dockyard, Capt. Smithett of the *Gariend* steamer, Mr. W. R. O'Byrne, &c.), expressing a wish to return to town by Mr. *Janus*'s boat, in order the better to observe the operation of the torpedo.

ing, with the food, the friction of which being disagreeable, the animal gets it with a glutinous matter, which, being continually secreted, eventually becomes what is known by the name of a pearl. This is rendered more probable from the fact, that these oyster beds are always found upon sand banks, which slight particles would be constantly imbedded by the fish in the act of eating their food. The pearls are formed by something which enters into the body of the oyster may be further proved by the fact, that they are found

parts of the animal, which would be the case if we conceive the particle to be indissoluble, and carried through all parts which the blood permeates, until its passage became obstructed; and being then a source of considerable uneasiness to the fish, it would be covered with the gluten, and thus the foundation of a pearl.—*Five Years in the East*, by R. N. Hutton.

RAPID MAKE OF IRON.—Such is the celerity in manufacturing iron in this part of the country, that instances have occurred, in which the calcined ore has been converted into rails, and actually delivered in Liverpool within two days. Bar and sheet-iron can, of course, be manufactured with similar rapidity. —*Wolverhampton Chronicle.*

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—We have resumed driving the 18 fm. level end west—the lode in it is irregular, from a slide which we have just driven through; it is producing stones of ore; the Sioh shaft, sinking on this end, is within a few feet of being holed to the 18 fm. level; we have cut the main lode in it about 2 ft. wide, and mixed with lead throughout—this presents a more favourable feature than anything we have yet seen so far west; we shall be able to say more of its value in next report; the stopes in the bottom of the 18 fm. level, east and west of the winze, are worth about 8s. per fm., without alteration; the pitch, under the 18 fm. level (Doyle's), is producing much less ore—the lode is large, but very harsh, lead thinly disseminated among the white iron, worth at present about 6s. per fm.; the stopes in the back of the 18 fm. level, are now opened on for 8 or 9 fms. in length—the lode in parts of it is worth over 20s. per fm., but for the whole length opened, it would average from 20s. to 25s. per fm. The 12 fm. level end is at present not on the lode; a slide has heaved it north, and we are driving in that direction, to hole this end to the new shaft, and cut the lode; the stopes in the back of this level are improved a little, worth about 9s. per fm.; the stopes, on the middle lode, in the bottom of this level, are worth about 8s. per fm.; in the adit end east the lode is 3 ft. wide, thinly mixed with lead through the white iron, which forms the largest portion of it—not rich enough to save. The severe weather has prevented us getting a vessel to come to this port to take our lead; however, we are now in treaty for one lying in Wexford, to take 40 tons, which we hope to succeed in getting; the captain refuses to move till the weather is settled.—Nov. 12.

REDFORD UNITED.—At Wheel Marquis, the lode in the 90 fm. level, east of the sump winze, is 2½ ft. wide, and worth from 70s. to 80s. per fm.; in this level west the lode is 2 ft. wide, and worth about 20s. per fm.; the 90 fm. level west, on the north lode, is still worth 12s. per fm. The lode in the 60 fm. level east is 2½ ft. wide, good saving work; in Hooper's winze, in this level, there has been no lode taken down. In the 70 fm. level east the lode is 2 ft. wide, producing saving work; there is no alteration in Harvey's winze, in this level. At Liscombe, the adit level east, and the rise in this level, are suspended for the present; the lode in the 25 fm. level, east of the south engine-shaft, is 2½ ft. wide, composed of iron, spar, and muddle, with spots of copper ore in places. In the adit level east the lode is 2½ ft. wide, composed of peach, spar, and muddle.—Nov. 16.

CALLINGTON.—In the 125 fm. level, driving south from Johnson's engine-shaft, the lode has a more promising appearance, producing work of a moderate quality; in the north end we are opening tribute ground. In the 112 fm. level north the lode is rather disordered by a slide; in the south end no lode has been taken down. In the 100 fm. level north the lode is 1 ft. big, intermixed with silver-lead ore. In the 90 fm. level north we are opening ground that will work on a low tribute. In the 80 fm. level north the lode is poor. In the 100 fm. level, south from the north mine, the lode is 1 ft. big—work of a moderate quality. In the 90 fm. level south the lode is small, producing silver-lead ore. In the 70 fm. level east, on the copper lode, the lode will produce 1½ ton per fm.; in the rise, in the back, it is worth 2 tons per fm.; the ores sampled from this place give a produce of 9½ per cent. In the 50 east, on this lode, we have cut the great cross-course. In the winze, below the 40, in the cross-course, we have sunk 2 fms.; the ground is favourable. At Kelly Bray, in the 25 west, the lode is 2 ft. wide—the leader part is 8 in. big, and producing good stones of yellow ore.—Nov. 15.

CARADON WHEEL HOOPER.—Our plunger-lift was set to work on Sunday evening last, about six o'clock, which answers well; it is saving about one-third of the quantity of coals that the engine was consuming before, with the drawing-lifts, besides leather; the fixing this has caused a fortnight's delay in our driving operations towards the lode, or we should have cut the south or middle lode ere this, which I am anxious to see, as it is thought by many that there is copper in it—the ground in the cross-cut being interspersed with spots and small veins of copper. In pursuing this, some of the shareholders may say—"Why did you not drive to cut the lode, before stopping to fix your plunger, as you had lifts in the shaft that were keeping the water?" My answer to such inquiry is—we have cut a large stream of water in the cross-cut—so much, that it is with much difficulty that the men can get to break the ground—and daily expecting to cut a very large lode, having also a long lift in the shaft, which was standing from the 50 up to the 16, with small rods in it for such a weight, and fully expecting, that when the lode is cut, it will, for a short time, be as much as the engine will be able to get on with; and fearing that there should any thing of this take place, I thought it best to commence and fix the stronger work at once; as I have at all times found, that it answers no good end to be penny-wise and pound-foolish. We shall resume our driving in a day or two, when I expect shortly to see the lode in the 50 fm. level, where it forms a junction with Carpenter's lode, and at a few fathoms further east, with the caunter; then I hope to be in a position to say—that I do not assert that this will be the case, but I have every reason to hope for it, as this lode to the 30, above the point we shall cut it, to the 50, is from 7 to 9 ft. wide, and spotted with copper throughout. As we have found copper in driving the cross-cut, more or less, the last 3 fms., I think we may reasonably expect it.—Nov. 17.

COATLITHE HILLS.—During this week, the level west from A shaft, towards the rise in the back of the horse level, has been driven about a fathom; the vein, in the end, is about 12 in. wide, principally composed of clay, with stones of lead ore intermixed.—Nov. 13.

CONDURROW.—In the 60 end, driving east, the lode is 6 ft. wide, worth 20s. per fm. for tin and ore; in the 60 end, driving west, the lode is 6 ft. wide, worth 20s. per fm. for tin and ore. In the 50 end, driving east, the lode is 4 ft. wide, worth 10s. per fm. for tin; in the winze, sinking below the 50 fm. level, 21 fms. east of the engine-shaft, the lode is 4 ft. wide, worth 20s. per fm. for tin and ore; in a pitch, in the back of the 50 fm. level, 24 fms. east of the engine-shaft, there is a lode 4 or 5 feet north of the lode; the 50 fm. level is driven on 2 ft. wide, worth 30s. per fm. for ore; 10 or 12 fms. east of this pitch, they are driving north, to cut this lode; and, if they cut this lode at this point, so productive as it is in the pitch, it will be a prospect of the most gratifying kind. In the 40 end, driving east, the lode is 4 ft. wide, yielding good stones of tin. In the 30 end, driving west on Landower lode, the lode is 4 ft. wide, yielding good stones of ore. In the 30 end, driving east on Landower lode, the lode is 4 ft. wide, yielding good stones of ore; one pitch is working in this level at 8s. in the 14 on tribute. In the 10 fm. end, driving east, on Landower lode, the lode is 4 ft. wide, worth 32s. per fm.—a pitch is working in this level at 6s. 8d. in the 11 on tribute; in the winze, sinking below the 10 fm. level, west of the cross-cut, the lode is 2 ft. wide, worth 6s. per fm.; in the deep adit level, driving west on Landower lode, the lode is 4 ft. wide, worth 30s. per fm.; a pitch in the back is working on tribute at 8s. in the 17. They have cleared up Landower old bottom, and find it 25 fms. from surface; the lode in this bottom is 3 ft. wide, worth 15s. per fm.; this bottom is 20 fms. west of the deep adit level, and the deep adit level is coming in 20 fms. deeper than the old bottom, so this is a very promising piece of ground.—Nov. 13.

CUBERT SILVER-LEAD.—We have nothing new to notice here this week. The appearances of the tribute and tutwork departments are much the same as reported in my last of the 5th inst; I would merely add that, on the whole, the prospects are favourable. We sampled yesterday our four weeks' ore, computed 28 tons.—Nov. 12.

DEAN PRIOR AND BUCKFASTLEIGH.—In reporting on the operations at these mines, it is highly satisfactory to state, that the main works at surface are completed, and that the mine may be expected to be in full within three or four days from the present time, when immediate steps will be taken to carry down the pump to the 30 fm. level (60 fms. from surface), which is now below the 20 about 4 fathoms; as also to drive west in Mr. Buller's land. The underground workings have necessarily been suspended for a time, in consequence of drawing the pumps to surface, and refixing them, as also the changes attendant on the application of the new wheel, and converting the machinery previously on the mine, to crushing, stamping, and drawing. As it may be deemed satisfactory to know the present position of the mine, I beg to convey briefly a statement which may, I think, be said to comprehend the main features. The new wheel, which went to work on Monday, is 40 ft. diameter, by 3½ ft. without, and performs her work beautifully, indeed, the slightest variation cannot be detected in her revolutions, and she is said to have sufficient power to put the one down 80 to 100 fms. further in depth, below the present bottoms of the mine. The second wheel, 24 ft. by 4 ft. in breast, will henceforth be employed in winding and crushing, the rolls and other machinery for such purpose being on the ground and in course of erection—so that, within a month from the present time, the crushing apparatus will be at full work; this is most desirable, as from the nature of the ore, manual labour would be too costly, while the power employed (water) is comparatively nothing beyond the first outlay in the erection of the wheel, and the several appliances. The crusher will readily take 150 to 200 tons a month. There is a third wheel on the mine, 16 ft. by 3 ft., which will be applied to stamping the coarser ore, and which will be at work in three weeks or a month, the axle, stamp-heads, &c., being on the ground. It will thus be seen, that with an ample supply of water and efficient machinery, there is nothing to preclude the active prosecution of the mine, without further expenditure beyond that attendant on extending the levels, sinking the shaft, and further the extraction or dressing of the ore. Of the latter there are about 3 tons dressed, which I should think would bring 9s. to 10s. per ton, and there is, in addition thereto, some 18 or 20 tons at surface, a portion of which is coarse; one-half, however, being of good quality, and such as I consider will produce far above the average of the county, or that of Cornwall. Much credit is due to Capt. Choake, the resident agent, under whose direction the machinery has been put together, not only for its working, but the economy in time and money, which last are at all times, with reference to mining enterprises, to be considered the first objects.—The following report has been made by Capt. Carpenter to the adventurers:—"On

visiting the mine on the 13th Nov., I was pleased to see the new machinery answering the requirements of the mine, and to find, from the arrangements made, that we will have the desired effect, as the wheel is placed in such position, so as to command the necessary shafts that may be sunk, to bring the mine to profitable results, of which I have not the least doubt, judging from the appearance of the lode in the levels already driven. I would recommend that the engine-shaft should be sunk forthwith with all possible dispatch by nine men, in order to get down 12 fms. deeper than the present bottom level, then cross-cut to the lode; I expect it will be effected in four months, at an expense of 1600, exclusive of pumps, timber, &c., which is always an available property of the adventurers; I should also advise the 50 fm. level to be driven west, as the lode in that end promises to be productive of a great quantity of copper ore, and will be a precedent for future prosecution of deeper levels in the western ground, especially as the new 40-ft. wheel, with the attachment of rods, will command the operations without any impediment to other parts you may have in prosecution, as my firm belief is, from the locality, and indications already presented, a large quantity of mineral will be the result of your researches. It is very probable several tons of copper ore may be broken in the backs of the 10 and 30 fm. levels, by stopping in the kindest part; it will be proving the lode, and making a freer ventilation for the deeper levels, which is a great desideratum in mines, to facilitate the operations; however, limited or extensive they may be, it will be saving time, and lessen the price of ground, at deeper levels, as they are extended. The pit is complete to receive the 24-ft. wheel, which will be immediately fixed, and applied for drawing the stuff, as well as to attach the crusher, for the purpose of preparing the ore for market, a few tons are already channelled—so that a sample can be taken, and the quality ascertained any time you please to have it done. I have given directions for a few trifling things to be done, such as to put in a penthouse, &c., and immediately commence sinking the shaft, that no unnecessary delay may be occasioned, to prevent us seeing the lode at a deeper level, at the earliest possible time it can be effected."

EAST CROWDALE.—The ground in the 47 fm. level still continues close and spare to drive; the lode is from 20 in. to 2 ft. wide, composed of spar, capel, peach, muddle, killas, and good stones of ore. The sumpmen will finish the pit and other necessary preparations for sinking next week. The lode in the adit level, driving west at Rix Hill (north lode), continues just the same as when last reported upon—a kindly large lode, but not rich. The lode in the shaft, sinking below the adit level, at Rix Hill, is still very productive, although not quite so good as it was, there being occasionally floors of killas, which rather damage the leader part of the lode; we have risen a good pile of work from this place in the past week. I am glad to state, that to-day we have cut the middle lode, as to its size we can as yet form no opinion; we have broken out some excellent stones of tin close to the north wall, and find there is a strong lode before us, and without doubt, a productive one, the old men having made considerable workings on its back; it is about 4 fms. south of the north lode.—Nov. 13.

GREAT MICHELL CONSOLS.—The lode in the sump winze continues 5 ft. wide, producing some saving work. In the 35 fm. level, west of the sump winze, the lode is large; the part being carried is 4 ft. wide, containing abundance of very strong muddle, intermixed with black, grey, and yellow ore, laying open tribute ground, and is, in its general character, very promising.

HOLMBUSH.—The ground in the 132 fm. level, south of the diagonal shaft, is favourable for driving. In extending the 120, south of the old level, and east of the great cross-course, we have intersected the north part of the lode, which is 15 in. wide, and will produce 3 tons of ore per fm.; there is water issuing from the end, no doubt, proceeding from the south part of the lode, which will shortly be proved, by our driving further in that direction; the lode in the pitch, just over this level, is still a very productive one, and worth 35s. per fm.; the ground in the 120 fm. level, west of the great cross-course, south-west of the slide, is moderate for driving; the ground in the 120 fm. level cross-cut south, east of Hitchins's shaft, is rather hard. The lode in the 110 fm. level south is 2 ft. wide, composed of flookan and lead, producing 5 cwt. of lead per fm., leaving tribute ground in the back and bottom of the level. The lode in the 100 fm. level south is 8 ft. wide, composed of spar and lead, worth 5s. per fm.; one of the tribute pitches, in the back of this level, is not so productive; the other is yielding a fair quantity of lead ore. The lode in the 90 fm. level south is 20 in. wide, composed of flookan and stones of lead.

KIRKCUDBRIGHTSHIRE.—The lode in the 40 fm. level end west is about 4 ft. wide, producing stones of lead; the caunter driving east from this point is poor, and discontinued; the first stope in this level being poor is also suspended; the second stope looks well, yielding about 1 ton of lead per fm.; the same may be said of the winze sinking under this level. The lode in the 30 end, driving west, is large—say, 5 to 6 ft. wide—producing 1 ton of lead per fm.; the backs and stopes in this level look much the same as last reported. The lode in the 20 fm. end west is 2 ft. wide, kindly, but poor for lead; the stopes in this level continue without much alteration. We have commenced drawing stuff at the bottom of the engine-shaft, and at Keith's we are forcing down the shaft as speedily as possible. This day we shipped 39 tons 11 cwt. of lead ore for the Holywell market, per the *Cloughfower*.—Nov. 13.

LEWIS.—The lode in the engine-shaft, sinking below the 60 fm. level, is 18 in. wide, saving work for tin, and very kindly. The lode in the 60 fm. level east is 3½ ft. wide, worth 8s. per fm., and very promising; in the cross-cut, south from sump winch shaft, in the 60 fm. level, we have intersected the south branch, and find it to be 6 in. wide, with floors of tin on the north and south side, very much the same appearance as it had in the 50 over the intersection, worth 13s. per fm. The lode in the 50 east, on south branch, is 8 in. wide, worth 6s. per fm. Our tributaries at the back of the 60 and 50, on north lode, and the back of the 50, on south branch, are raising some excellent parcels of work. The men in the 40, 30, 20, and 10 are making fair wages at their different tributaries—I think our present prospects are more encouraging than I have seen them heretofore.—Nov. 13.

MENDIP HILLS.—In the trench, opening across the upper part of the slag ground, we have a small bed of very good slags, and think, from present appearance, it will shortly improve in quantity, it being in ground that has not before been removed. The walls of the engine-house are completed and covered in, and the carpenters are engaged making doors, flooring, &c., for the same; the masons are at present employed in building flues and stack—the former will be completed by Wednesday evening, and the latter, which is 60 yards from the engine-house, about the end of the week. The lode in the 38 fm. level, south of shaft, continues about 5 ft. wide, composed of flookan, white spar, and iron, with water issuing from different parts of the end. The lode in the winze, sinking below this level, is become much smaller, composed of quartz, iron, and limestone.—Nov. 16.

SOUTH WHEEL TRELAWNEY.—Snell's engine-shaft is in course of sinking, with nine men, down in the 18 fm. under adit; ground just the same as last mentioned, and water.—Nov. 15.

STRAY PARK.—In the 60 end, driving west, the lode is small and unproductive. In the 70 end, driving west, the lode is 1 ft. wide, yielding 1½ ton of ore per fathom. In the 80 end, driving west, the lode is 1½ in. wide, yielding two tons of ore to a fathom. In the 90 end, driving west, the lode is 3 ft. wide, yielding four tons of ore to a fathom; in the winze, sinking below the 90 fm. level, the lode is 4 ft. wide, yielding six tons of ore to a fathom; in the winze, sinking below the 90 fm. level, further east than the above one named, the lode is 1 ft. wide, yielding good stones of ore. In the 100 end, driving west, the lode is 2 ft. wide, yielding one ton of ore to a fathom; in the winze, sinking below the 100 fm. level, the lode is 2 ft. wide, yielding one ton to a fathom. In the 110 end, driving west, the lode is 2 ft. wide, yielding 1½ ton of ore to a fathom. In the 120 end, driving west, the lode is 18 in. wide, yielding 1½ ton of ore to a fathom. In the 160 end, driving west, the lode is 2 ft. wide; in the east, the lode is small and unproductive. In the 150 cross-cut, driving south, the ground is favourable—price, 6s. 10s. per fathom. In the 180 end, driving east, the lode is 1 ft. wide, yielding one ton of ore to a fathom; in the 180 end, driving west, the lode is 2 ft. wide, yielding good stones of ore. In the 56 cross-cut, driving south, in Wheel Francis, the ground is favourable—price, 4s. per fm.; we have to drive 30 fms. to cut the south lode. The tribute pitches are looking very well, and everything going on satisfactorily.—Nov. 13.

TRELEIGH CONSOLS.—Christie's shaft, below the 110 fm. level, is sinking in the country 4 fms.; in the 110, east of Christie's, the lode is 16 in. wide, with stones of ore, taking off from the cross-course in an eastern direction; in the 110, west of ditto, the lode is about 16 in. wide, but none to save. Gordon's shaft, below the 100, we have commenced sinking on Thursday last—this is still south of the lode; in the 100, east of ditto, the lode is about 2 ft. wide, but not much ore; in the 100, west of ditto, the lode is about 2 ft. wide, with a kindly appearance, but little ore. In the 90, west of ditto, the lode is 2 ft. wide, in an improving condition—the last few days, worth 5s. per fm.; in the winze, below the 90, east of ditto, the lode is 8 ft. wide, not quite as well as last week, worth 25s. per fm. In the 80, west of ditto, the lode is 20 in. wide, worth about 4s. per fm.; but a very promising appearance. In the winze, below the 70, west of ditto, the lode is about 2 ft. wide, ore throughout; but not to value. In the 60, west of ditto, the lode is 2 ft. wide, but little ore. The new shaft, for Wheel Parent lode, is sinking in the country 15 fms.; in the adit cross-cut, north of ditto, it is in favourable ground; in the winch shaft, below the adit, the lode is 2 ft. wide, producing stones of ore, muddle, and spar, and of a promising nature.—Nov. 13.

TREVISKEY AND BARRIER.—The 176 fm. level has been extended east of Michael's shaft 33 fms., through a lode averaging 8 in. wide, containing occasional stones of ore; 19 fms. behind this end there is a winze sinking down 8 fms., the lode is 2 ft. wide, worth 8s. per fm.; this level has been driven full 60 fms. in the killas. The 188 fm. level is extended from last-mentioned shaft 22 fms., the lode is 15 in. wide, worth 6s. per fm.; 8 fms. behind the level there is a rise up 10 ft., the lode is 3 ft. wide, worth 20s. per fm.; this will be communicated with the winze sinking below the 176 by the end of the present month; this level has been driven through the killas 40 fms. The 200 fm. level has been opened on 36 fms., the lode for the last 12 fms. has been decidedly poor. The 212 fm. level has been opened on 28 fms.; the lode for the first 20 fms. was worth 20s. per fm., the principal part of which has been taken away; in the remaining 8 fms. the lode is small and unproductive; this level has been suspended for some time past. The 224 fm. level is driven 22 fathoms, the lode is small and poor; this level is also suspended. The 236 fathom level has been opened on 12 fms., through a lode worth 30s. per fm.; the present end is only

worth 10s. per fm.; 3 fms. behind this end there is a winze sinking down 8 fms., the lode is worth 20s. per fm.; this winze is about 8 ft. before the 246 fm. level. The 248 fm. level is driven 9 fms., the lode is worth 40s. per fm.; there is 8 ft. further to drive to get under the last mentioned winze; they are preparing to sink Michael's shaft below this level, and the water being but little, their present power will enable them to go 100 fms. below the present depth, if required. About 100 fms. further east than their present workings they have cleared up, the old engine-shaft 18 fms. below the adit, and driven south 12 ft., intersected the lode 15 in. wide, containing stones of ore; they intend to sink from 15 fms. to 20 fms. below its present depth, to prove the lode, which I think is worthy of trial. I have gone into a calculation of the ore ground standing in this mine for your guidance.—The back of the 188 fm. level, 300 tons; ditto 200, 475 tons; ditto 212, 300 tons; ditto 224, 500 tons; ditto 236, 800 tons; ditto 248, 900 tons; and, if you go down 5 fms. below the bottom level, there will be about 300 tons—total, 3495 tons, at 6s. per ton, equal to 20,970s.; I think this can be taken away at 8s. in the 14. In conclusion, I beg to say, that the lode is a great deal smaller in the killas, than in the granite, and also as productive; it is true they have had some bunches of ore in the killas; but, judging from the ground opened, together with the size of the lode, I am not very sanguine, as it respects the future development of it. The greater part of the ore ground in Barrier has been taken away; there are four pitches at work average tribute 8s. 6d., the proceeds of which will pay cost, and leave a little profit.—Nov. 14.

TIN VALE MINE.—We are getting on with the greatest of propriety with our mining operations. The adit B is very near driven 40 fms., and we have intersected a tin branch, which came in from the north-east side of the level; the said branch, or vein, is riding on in conjunction with the lode in adit B, and producing good stones of tin ore fit for stamping; the ground is soft and easy for working; I am at this time giving 2s. per fm. We are getting on as fast as the weather will permit with the wheel pit. We expect to have the ores up by Thursday, and then commence putting in our wheel with the stamps, which are all ready, and only waiting for the completion of the wheel pit; the rest of the grass work is getting on well, and our floors will soon be finished; and, when all the work is completed, I hope then to commence stamping and clearing tin fit for the market. We shall at once put the necessary miners at work in adit A, to intersect the rich caunter lode, alluded to in my former report.—Nov. 16.

WEST WHEEL JEWELL.—In the 57 fm. level, east of Williams's cross-course, on Wheel Jewell lode, the lode is not taken down in the past week; ditto west, on the same lode, the lode is not taken down in the past week. In the 30 fm. level, west of Quarry shaft, on Tolcarne tin lode, the lode is 15 in. wide, producing stones of tin. In the 20 fm. level, west of Quarry shaft, on the same lode, the lode is 11 in. wide, worth 10s. per fm.; in the adit end, west of Quarry shaft, on the same lode, the lode is 18 in. wide, worth 7s. per fm.; in the shallow adit level, west of Quarry shaft, on the same lode, the lode is 18 in. wide, unproductive; in the stopes, in the bottom of the deep adit, east of Pryor's winze, on the same lode, the lode is 5 ft. wide, worth 50s. per fm. The stopes in the back of the 12 fm. level, west of Pryor's winze, on the same lode, are worth 20s. per fm.—Nov. 15.

WEST WHEEL PROVIDENCE.—Since the last report we have driven in the 40 fm. level, west of Michael's shaft, 17 fms. through good tin ground, and have intersected a flookan, which has heaved the lode to the north, which we have not yet cut; the back of this level is set at 10s. per fm., to four men, and the lode is worth 12s. per fm.; in this level we have driven west 9 ft. on a south branch, worth 40s. per fm.; capel of driving, 22s. per fm. East of Michael's shaft we have driven on Wheel Tremayne, on the north branches, 5 fms., worth 10s. per fm.; the end is suspended, being near the boundary, it is being stoped by two men, at 12s. per fm.; and two at 15s. per fm., and is looking exceedingly well. In the 55 fm. level we have six pitches, working at an average tribute of 12s. in the 11; and in the 20 fm. level we have another pitch working at the same tribute, men getting fair wages. We shall commence sinking Michael's shaft again very quickly; and, from the improvement we find as we proceed in depth, we fully calculate on throwing open speedily some very productive ground, in which we are supported by the recent discovery in Wheel Tremayne, in a level 20 fms. deeper than our present working.—Nov. 15.

WHEEL ADAMS.—The lode in the rise, above the 50 fm. level, on the jack lode, is 3 ft. wide, producing a fair quantity both of black and brown jack, with a little lead on the western wall of the lode; the lode in the rise, above the 50 fm. level, on the western part of the jack lode, is producing good saving lead work on the sparry part. The pitch, in the bottom of the 40 fm. level, on the eastern lode, which ran together some time since, is now cleared, and again set on tribute, which will render us great assistance; the stopes, in the bottom of the 40 fm. level, on the western or sparry part of the jack lode, are worth 9s. per fm., and is, for the present, suspended, and the men set to drive a short cross-cut, to intersect it from the top of the rise, above the 50, on the jack lode, which will be accomplished in one week from the present time—by so doing, a saving will be effected, and more lead raised. We are stoping the ground from the back of the 50, instead of the bottom of the 40 fm. level, and letting the stuff fall to the 50, instead of drawing it up to the 40, by manual labour. A great improvement has taken place in a pitch above the back of the 40 fm. level, on the western silver-lead lode; four men will raise, in two months (should it continue), 16 tons of lead, with every prospect of a continuance; it is, in whole, from 5 fms. above the 40 fm. level to surface. The other pitches are producing a fair quantity of lead. We have four men employed in raising gossan and copper ore from the back of the 18 fm. level. We intend to raise, agreeably with your request, from 50 to 80 tons of the former mineral for Messrs. Sims, Williams, Neville, and Co., as a trial—at the same time, taking great care in setting it, agreeable to Capt. Prince's assays of the same. We have but a small quantity of the latter as yet. There is another small parcel of muddle stuff (15 tons), and on Saturday next we shall sample, computed 30 tons of silver-lead ore. We would likewise beg to observe, we are dressing blende ores, at intervals, as fast as we can, and at the same time, continue to dress lead. On Wednesday next the steam-whim will commence drawing stuff from underground; and it would have been set in motion ere this, but from the whim chains being sent to Torquay instead of Teignmouth—hence the delay.

WHEEL ANDERTON.—We sent off 5½ tons of tin, which is an increase of 2 tons on our last batch, and the mine is altogether looking as pretty as you could wish. The lode in the pit in the 70 has been touched, and some fine stones of tin are enough, with water issuing from the lode pretty smart. Three pitches have been set in the 60, at 4s. in the 14, and two at 6s.; the west end is good in the 60, and, as we go down, we hope to improve.—Nov. 15.

WHEEL COAD.—We have left off costeaning, after discovering three lodes, one of which is upwards of 14 ft. big—a large copper lode, composed of gossan, felspar, can, and muddle—a very promising lode, upon which we sunk 3 fms., and drove 14 ft., without cutting the north wall, the lode carrying the same features throughout, underlying about 2 ft. in a fm.; the other lode, also a copper lode, is about 4 ft. big, composed wholly of dark brown gossan, no muddle to be seen—that is at surface; the third lode, about 6 ft. big, is a large tin lode, carrying a fine tin capel on the back, with a small quantity of tin in the capel, but not sufficient to pay for dressing; there are, from the appearances on the surface, other tin lodes; but, as you did not wish to put more money in costeaning, we have not proved them, as we shall cut them in bringing up our adit, which we have commenced, brought up and secured our lobby, and have driven about 5 fms. in easy standing ground—price for driving, 6s. per fm.; we found some large stones of tin capel in bringing up our lobby, and driving through the old men's workings. We are in the most beautiful strata I ever saw, being for the first 3 fms. through a solid mass of most splendid mica, underlying to the lode, after which decayed granite, easy of driving ground, stands without timber. We shall have to drive about 35 fms. to hit to cut the large lode, which we expect to take at a depth of about 15 fms.; our strata is a beautiful decomposed granite (most congenial for tin and copper), about half a mile from the junction of the killas on the Bodmin Moors, in the parish of Bissland, about three miles from the Great Rough Tor Mine, and the same distance from the Great Wheel Michell, with which our lode corresponds as to size, gossan, muddle, and spar; there is sufficient water for all machinery required, which will be a great saving.—Nov. 16.

WHEEL MARY ANN.—The water still prevents our sinking Barrett's shaft. The lode in the 30 fm. level, south of Barrett's, is 3 ft. wide, and worth 18s. per fm. The lode in the 15 fm. level, south of Pollard's shaft, is 1 ft. wide, composed of gossan, can, and some lead; the stopes are looking well. Pollard's shaft is sunk 4 fms. under the 15 fm. level. We intend sampling about 40 tons of lead ore on Friday next.—Nov. 15.

WHEEL TRELAWNEY.—Phillips's shaft is sinking under the 53 fm. level, with 9 men, satisfactorily. In the 52 fm. level north the lode is much the same as last reported; in the same level south the lode is worth 10s. per fm. Since my last we have holed the winze from the 42 to this level, and have put ten men to stop the back, which is producing a fair quantity of ore. The lode in the 42 fm. level north is similar to my last report; this level south is producing ore, but not rich. The rise in the back of the 32 fm. level, north is without much alteration. The winze, sinking under the 32, is worth 10s. per fm. In the 22 fm. level cross-cut we have cut through some branches; but the greatest part of the water is still coming out of the end, from which we judge we are not far off from a lode.—Nov. 16.

WHEEL WILLIAMS.—I am most happy to inform you, that we have still further improvements in this mine since I wrote you last week. We have now about 6 tons of ore from the shaft, worth about 6s. or 8s. per ton; and the shaft now in the bottom, worth at least 20s. per fm., and still improving going down. Also, the end driving east, on the south lode, is considerably improved, which is now 2 ft. big, with a leader on the north side 6 in. big, of good quality.

It is said, that whilst boring an Artesian well in this town, a workman, in the employ of Mr. Norton, has discovered a copper lode.—*Penzance Journal*.

FOREIGN MINES.

AUSTRALIAN MINING COMPANY.—*Highercombe, June 6.*—[Received 13th of Nov. per Bristol.]—I have to report my visit to Tungillo; I am happy to say, that the appearance of improvement are very flattering, as, in addition to the fine copper lode, reported by Mr. Solby, an excellent lode has been cut in the 20 ft. level, running north, which is 10 fms. above the copper in the shaft reported before. The appearances in Austey's lode are also improving, and, consequently, Capt. Dianis is in very high spirits. All the various sets were lot without difficulty at reasonable prices, and I have much reason to be satisfied with my inspecting visit. I shall bring you some fine specimens, on Tuesday next, of the recent discoveries.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

A half-yearly meeting of shareholders was held at the London Tavern, on Tuesday, the 16th inst.—**THOMAS GIBSON, Esq.**, presided, in the absence of the chairman.—The minutes of the last meeting having been confirmed, and the usual formalities gone through, the report of the directors was read.

The document contained little beyond copious extracts from the report of the chief commissioner of the association, Mr. Henwood, who entered at great length into a minute statement of the operations which had been conducted in the new estate of Bananal, where affairs were of a very promising character, and about 22000, worth of gold already raised, in a few days' working in the vein. It was expected, that the present month would see the several works in such a state as to yield a regular return. The directors then proceeded to state, that the last call upon 284 shares (out of 10,000) not having been paid on, they had been declared forfeited. The expenses, consequent upon the extensive nature of the works at Bananal, rendered another call of 12 per share necessary, which was the original estimate of anticipated outlay. The receipts, from produce of the mines, &c., during the half-year, amounted to 26552.3s., and the expenses to 10,6102, leaving a deficit of 7954.17s. The result of a general statement showed the total liabilities of the company to amount to 36522.12s., and the assets, consisting of stock, to 32,285.8s., in addition to which, there were loans and investments in Brazil, amounting to 59667.13s. The directors concluded, by expressing their conviction that the next report would be of a more satisfactory character.—The report was adopted unanimously, which concluded the business of the meeting.

In answer to a question from Mr. H. De Castro, the CHAIRMAN stated, that a large portion of the purchase money for the Bananal estate had been already paid.—A vote of thanks to the chairman concluded the proceedings.

DEVON AND COURTENAY CONSOLS MINING COMPANY.

At a meeting of adventurers, held at the mine, on the 16th inst.—**MR. SAMUEL SCOCOMBE** in the chair.—Capt. Scocombe's report was read.—The accounts to this date examined and found correct, glowing, and passed.—The liabilities appearing to be about the amount of calls in arrear, it was resolved, that a call of 10s. per share be now made, and payable to the pursuer immediately.—The accounts showed—Balance as per last statement, to Sept. 14, 1817. 7s. 0d.; call on the 14th September, of 10s. per share, on 1011 shares, 5052.10s.—6962.17s. 0d.—Cost for Sept. 1762.6s. 1d.; ditto for October, 1782.1s. 6d.—Leaving balance, when all calls are paid up, 3222.9s. 5d.—The following report was read to the meeting:—“Since our last general meeting, the engine-shaft has been sunk 4 fms. 2 ft. 6 in., making the present depth about 8 fms. 2 ft. below the 30 ft. level, or 38 fms. from the surface. From a recent survey, I have found that the depth remaining to be sunk, to be at a level with the deep adit, is 2 fms. 1 ft., which I expect will be completed in about four weeks from this time. The cross-out, to intersect the south lode at that depth, will be about 8 fms., according to the underlay or dip of the lode in the 30 ft. level; and, from its very kindly appearance, so far as already driven on in that level, I fully anticipate finding a valuable lode when again intersected; this lode has been driven on in the 30 ft. level 39 fms., which holds out a good promise that it will be a very productive lode in depth; and, considering the indications presented, this level is too shallow to meet with any large deposit of copper ore, and I have, therefore, considered it advisable to suspend the driving of these levels, and push the sinking of the shaft as fast as possible. In our deep adit level we have driven since our last meeting, 6 fms. 1 ft. 3 in., on a lode varying in size from 1 ft. to 2 ft. wide, producing some good work of lead and copper ore, mixed with mudic and quartz. From two pitches which have been set to two men in each pitch for 10s. in the 12, in the shallow adit level, on the north lode, there has been raised since our last meeting, about 5 tons of lead ore, and the pitches continue to look well.”

HERODSCOMBE MINING COMPANY.

At a meeting of adventurers, held at the mine, on Wednesday, the 10th inst., the accounts, to the end of September, showing a balance against the adventurers of 2222.16s. 10d., having been examined, were allowed and passed.—The particulars included sales of lead ore to the amount of 3972.10s. It was resolved, that the proposal to add a winding cage to the engine, for the purpose of drawing stuff, be carried into effect; and that a call of 22 per share be made.—The following report from the mining captain was read to the meeting:—“The engine-shaft is sunk to the 12 ft. level, cross-cut driven 7 fms., and cut the lode, on which we have extended 21 fms. About 6 fms. south of the shaft, there is a slide underlaying southward 4 ft. in a fm.; to the north of the slide the lode is from 1 to 2 ft. wide, close and poor; to the south, the lode is 3 ft. wide, more promising. The slide is also to be seen in the adit level, and the greater part of the ore raised in Mr. Bewes's right has been from the south of this slide. We are still raising some ore from the adit level. We have 6 men in each of the ends in the 12 ft. level, which I would propose to continue some time longer before we sink again. The adit level is driven 70 fms. on the lode, producing ore, more or less, the whole of this length.”

HERODSFOOT MINING COMPANY.

At a meeting of adventurers, held at the mine, on Wednesday, the 10th inst., the accounts, to the end of August, showing a balance against the adventurers of 4667.8s. 2d., having been examined, were allowed and passed.—The particulars included sales of lead ore to the amount of 23957.7s. 3d. Messrs. John Allen, John Peter, and Peter Eddy, were chosen a committee, to consult with the captain and pursuer, on the best means of increasing the power of machinery for working the mine, &c.; and a call of 22 per share made.—The following report from the mining captain was read to the meeting:—“Our engine-shaft is sunk 82 fms. below the 82 ft. level; the 82 ft. level is driven on the lode about 32 fms.; the lode in the south end is about 1 ft. wide, producing three-fourths of a ton per fm.; in the north end, it is about 1 ft. wide, producing but little lead. The 72 ft. level is extended 78 fms.; the lode in the south end is 1 ft. wide, and turns out 1 ton per fm.; in the north end, it is 1 ft. wide, producing half a ton per fm. The 62 ft. level is driven 78 fms.; in the north end, the lode is 1 ft. wide, and worth three-fourths of a ton per fm.; in the south end, the lode is 9 in. wide, producing good stones of ore; just behind this end, we passed through a small bunch of ore; this end is suspended for the present, owing to not being able to keep off the stuff, and having bad air. The 52 ft. level is driven south 65 fms., where the lode is 10 in. wide, producing very good stones of ore; the spar in this end has the appearance of fluor, or can, more than any other part of the mine; this level affords great encouragement, as it is just through the slide, under which we have our best courses of ore. We have nine tribute-pitches working, and four men stopping on tut-work. We calculate to raise with our present machinery, and same number of hands now employed, 50 tons of ore per month; if we had sufficient drawing power, we could raise 70. We are sinking Windsor shaft, on the flooken course, by six men; it is 8 fms. below the 14 ft. level—price for sinking, 32 per fm. We expect to sink the engine-shaft to the 94 ft. level, and cut the lode by the end of Jan., 1848. We shall sample 70 tons of ore this week.”

WHEAL CONCORD MINING COMPANY.

At a meeting of adventurers, held at Anderton's Hotel, Fleet-street, pursuant to circular, and advertisement in the *Mining Journal*, on Wednesday, the 17th inst.—**HENRY ENGLISH, Esq.**, in the chair.

The notice convening the meeting having been read, the CHAIRMAN proceeded to state the position in which he, as an auditor, had been placed, and also to remark on the affairs of the company—in confirmation of which, he submitted certain documents. He (the chairman) further observed, that he had that day received a circular from the pursuer convening a special general meeting, to be held at the offices of the company, in London, on the 26th inst.; and hence he considered it unnecessary to enter into details on the several matters. He, however, felt it to be his duty, as one of the auditors, and whose apathy, he thought, had been reflected upon in the columns of the *Mining Journal*, to direct the attention of the adventurers to the several points, while he regretted, that not one member of the committee, the secretary, or his co-auditor, were present on this occasion. He regretted this, as explanations might have been afforded, which would have been satisfactory to the adventurers. He feared, however, that there was some cause hereafter to be explained, which could alone account for their want of attention—while, as regards the secretary's absence, he thought it right to state, that he had received a letter immediately antecedent to the meeting, to the effect, that a circular had been issued by the pursuer, calling a meeting of the adventurers on the 26th inst., and also advising that he had received from Mr. Thos. Weekes the vouchers required. The chairman stated, that the meeting so convened would render unnecessary any measures which he should have deemed necessary to present to the meeting under other circumstances; and hence his notice would be confined to one or two points.

Mr. W. SNELL observed, that the accounts of the pursuer had been duly rendered to the office, in London; and that any further accounts which might be required, should be at once afforded by the secretary, or committee.

The CHAIRMAN, in resuming his observations, wished it to be understood that he did not, for a moment, wish to convey any charge against the pursuer or other officers of the company; but, placed in the position of auditor, he con-

sidered it necessary to explain, and thus exculpate himself from any charge of neglect. The chairman, in continuation, observed, that, on the 19th ult., he had addressed letters to the pursuer and secretary, to the effect, that “rumours being afloat, affecting the character of parties concerned with the management,” he had requested that a meeting of the shareholders might be convened, in order that he might, at least, relieve himself from any charge of neglect of their interests. It appeared that, by a circular, dated the 19th Oct., a meeting had been convened by the pursuer, to be held on the mine, on the 20th inst.; but which meeting had “been abandoned” by a letter, dated 25th Oct., from the pursuer, as to “doubts whether the meeting called” would be legal, or otherwise—at the same time, expressing his readiness to convene a meeting when so required by the adventurers. Accordingly, it would appear, that a requisition was drawn up, and signed by adventurers holding 884 shares, desiring that a meeting of the company should be called immediately. Such, however, would appear to have been neglected by the pursuer for nearly a month—while there was no committee to act, nor were any steps taken to convene a meeting.

Mr. W. SNELL here observed, that an explanation would be given by the pursuer at the meeting called by him for the 26th inst., which would at once exculpate him from any charge of neglect on his part.

Mr. J. WEEKES was desirous of stating that, as the accounts had been referred to, he begged to say, on the part of his brother, who had acted as clerk on the mine, that all vouchers had been transmitted by him to the secretary, and a letter to which effect had, he believed, been forwarded to the chairman.

The CHAIRMAN acknowledged having received such communication, and stated, that he had caused circulars to be issued and transmitted by post to the several proprietors, announcing the present meeting; at the same time, he expressed his regret, that they had not attended in larger numbers—the shares represented being only about 200, or one-fifth. He should leave other questions until the meeting, to be held on the 26th inst., when he hoped that “One and All” would be present, and at once settle the affairs of the company in an amicable and dispassionate manner. In closing his remarks, he could not but again express his regret, that no member of the committee, or secretary, should have been present.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

DEAN PRIOR AND BUCKFASTLEIGH.—The active working underground has been resumed this week, the new wheel having done her work in forking the mine down to the 50. It is intended to sink the sump with all dispatch, and put on nine men. Several shares have changed hands lately; and Capt. Carpenter, of Wheal Anderton, who was here last Saturday, reports well.

ELBOROUGH.—The lode in Chapman's shaft still retains a very promising appearance, producing lead, calamine, and barytes, and, if effectually carried out—viz., with spirit—it will, without a doubt, become a paying mine.

WHEAL WILLIAMS.—I am glad to inform you, that we have cut a good lode at this mine in a new shaft that we are sinking on the north lode, west of the old horse engine-shaft—the lode is large; the shaft is going down on the north part of it, and good work still standing to the south. We have also to-day cut a good branch of ore at the south shaft in the end driving east, about 6 in. wide.

MINERAL ASSAYS.

SIR,—A gentleman, unknown to me, and whose name I cannot decipher having sent for my examination some specimens of minerals, with a letter describing the position of the lodes, and the nature of the rocks through which they traverse, wishing me to reply to his letter, will you oblige me, by informing him, through the medium of the *Mining Journal*, that the specimen numbered 1, is copper pyrites (yellow copper ore)—value 182.10s. per ton; but the rock in which it is deposited is not favourable to the production of minerals; for although partial bunches of ore have been met with in similar strata, yet in them a sufficient quantity has never been discovered to meet the cost of the exploration made in search of it. The specimen numbered 2, is not rich silver ore; it is sulphuret of antimony, of a low produce, accompanied by sulphuret of zinc; it is, consequently, of no value. The remaining stone consists of sulphuret of lead, poor in silver (potter's lead); and I fear, from the description of the rock in the vicinity of the lode, that this too would scarcely justify an outlay of capital, in erecting machinery requisite to prove it at the depth and points named in the letter.

Relative to the valley, and to the junction of the lodes, too much importance has been, and still is, attached to these, not only in this locality particularly, but also in other localities. It is a well-known fact, that many rich veins are often unproductive in valleys, and that lodes forming a junction do not, when wrought on at these points, always produce good results. Let the ground be carefully examined by an experienced mine agent—a man of general observation—one who is capable of judging from analogy—who would, no doubt, be able to give cogent reasons why the lodes should, or should not, be further developed; and thus much time and money might be saved, and “scratching the earth” dispensed with.

Wheal Adams Mine, Nov. 17.

J. PRINCE.

PLYMOUTH WHEAL YEOLAND.

SIR,—For the information of distant shareholders, and to guard them against selling their shares at the present low quotation, when they are, in reality, cheap at 50/, if not more, I am induced to state, that having visited the mine on Friday, the 12th inst., I found every thing in a most satisfactory and forward state. The south lode is producing large quantities of ore, some of which is dressed for the market, and will be sold in a few days. The engine-house is nearly completed, and some of the other necessary buildings already in use, being substantial, capacious, and of a most business-like appearance—evidently intended for a large concern—in fact, it is now the general opinion, that there is no longer a doubt of this being a most profitable mine. The engine will shortly be erected, when they will be enabled to stamp large quantities of tin, and the best of it is, the ore is already above ground for the purpose.

Nov. 18.

A SHAREHOLDER.

TIN VALE MINING COMPANY.

SIR,—Your last contained an advertisement of this mining company, which has, doubtless, with the prospective vision of past experience, well considered its own interests. There is a kind of fatality about what does not begin well; and the company will, therefore, pardon even an obtrusive hint. The dues of 1-12th appear to be excessive—1-16th, 1-18th, or 1-20th, would, perhaps, be nearer the mark. It may do for a while, and particularly whilst “picking out the eyes” of the mine, as the works proceed; but this is not the principle of permanent mining, which, in the long run, is best for lords, adventurers, and working miners. As to the rule relative to the abandonment of all claims, on relinquishing a share, this is unusual, as the retiring party generally reserves his share of the broken ores, materials, engines, &c. It may also be observed that, as a general principle, a large number of shares is not found to answer in the long run, except in mines paying profits—the involutions of transfer, &c., being more difficult to trace, especially when entry thereof in the cost-book is neglected. I write not this in disparagement, having no interest of any kind except as a—LOOKER-ON: *Penzance*, Nov. 16.

WHEAL BARBARA AND CASCADE MINING SHARES.

SIR,—Referring to a letter, which appeared in the *Mining Journal* of the 5th inst., and the consequent alteration in your share list of the prices of Cascade and Wheal Barbara shares, I beg to say that, for some considerable time, I have been endeavouring to sell 25 shares in the Wheal Barbara Mine, and 20 in the Cascade, both by private contract and public auction. They have been advertised in your Journal for sale at par, and were, on the 10th inst., put up to auction by Mr. Lamonds, and bought in at 20s. Wheal Barbara, and 10s. Cascade. Parties connected with these mines were present and offered biddings. They have been offered to the secretary and pursuer at par and less; and for what purpose Mr. Taunton can wish incorrect prices to appear in your Journal, I leave the public to decide.

7, Lincoln's Inn Fields, Nov. 18.

HEINRICH FISCHER.

WHEAL TREWAVAS MINING COMPANY.

SIR,—As a very considerable time has passed since the London shareholders in Trewavas Mine were led to reckon on a good dividend from the sale of machinery, &c., and the name of the mine is not even now mentioned, perhaps you will allow me, through your valuable Journal, to awaken those gentlemen, who have the keeping of the funds, to a sense of their duty. It is, doubtless, very pleasant to have a good balance at a time like this in hand belonging to others, who quietly submit to it; but I begin to think my proportion of more value, now that money is worth 9 per cent.; and I hope a farther appeal will be rendered unnecessary, by an immediate division, at least, for those who have paid all calls; and, if there be no way of compelling the defaulters to pay up, let us be satisfied with publishing them to the world, and all the vile circumstances of the case, so far as committee men are interested.

London, Nov. 18.

A SHAREHOLDER.

A MINING REGION.—The grand lever which they used to advance their interest, is the word “conglomerate,” which answers as a general description of the surrounding country. You stand upon a hill top, and while lost in the enjoyment of a fine landscape, a copper harbour “bear” or “bull,” recently from Wall-street, will slap you on the shoulder and startle the surrounding air with the following yell:—“That whole region, Sir, is conglomerate, and exceedingly rich in copper and silver.” You ask your landlady for a drop of milk to favour your coffee, and she will tell you “that her husband has exchanged the old red cow for a conglomerate location somewhere in the interior”—thereby proving that a comfortable living is a secondary consideration in this life. You happen to see a little girl arranging some rocky specimens in her baby-house, and on your asking her name, she will probably answer—“Conglomerate the man! my name, Sir, is Jane.”—*A Summer in the Wilderness.*

THE COST-BOOK SYSTEM.

VICE-CHANCELLOR'S COURT, BETWEEN SIR J. WILKIN, NOVEMBER 17.

CURLING v. FLIGHT.—The principle involved in the present case was one of great importance to holders of shares in mines. The suit was for the specific performance of a contract entered into by the defendant for the purchase of certain shares in the Wheal Jewel, and other mines in Cornwall, and also in certain Welsh mines, which were worked on what is called the “Cost-book Principle.” The case now came upon exceptions by the defendant to the master's report of a good title. The circumstances of the case were these:—The plaintiff, as the executor of D. Curling, deceased, had put up to auction the shares in question, which were described in the particulars of sale as “Important mining shares, paying large dividends,” and the defendant, having become the purchaser, required a careful abstract of the deeds of the company, and of the title to the mine itself, and a regular declaration of title to the shares from their origin. With this requisition the plaintiff refused to comply; but he furnished an abstract of the probate of his testator's will, and certificates of the pursuers of the different companies, that the name of the testator stood entered in the “Cost-book” as the owner of the shares in question, and insisted that these entries, according to the custom of mining companies, were sufficient to evidence the title of the plaintiff's testator; and that, according to the same custom, the transfer of such shares was invariably made by substituting the name of the purchaser in such Cost-book for the name of the vendor; and that no further formality was requisite. The evidence of several witnesses was produced to prove the custom as alleged.

Mr. ROMILLY and Mr. ROGERS, in support of the exceptions, contended that the entries in the Cost-book gave no title to the shares in a mine, which is in the nature of real estate; “Vice v. Lady Anson,” 7 B. and C.; that if it was a chattel interest in land, the plaintiff was bound to show the lessor's title; if a freehold, then the heir must convey; that the custom, if proved, would be bad in law; but that no proof had been given of the existence of such custom, and that the plaintiff had nothing that was the subject of sale.

“Kempson v. Saunders,” 3 Car. and Payne.
Mr. WOOD (with whom was Mr. TILLOSON), in support of the master's finding, contended that the subject of sale did not partake of the nature of real estate, but was a share in a mining adventure, entitling the owner to the profits of the working, but giving him no interest in the land; and that such interest had been repeatedly held not to be within the Statute of Mortmain Act. “Picking v. Appleby,” 10 Comyn's Rep.; “Foster v. Hale,” 6 Ves.; “Bligh v. Brent,” 2 Y. and C. Ex. Ch.; “Bridley v. Holt,” 10 Comyn and W.; “Tredwen v. Bourne,” 6 Moo and V.; “Thompson v. Thompson,” 1 Coll. C. C.; “March v. Attorney-General,” 5 Beav.; “Sparling v. Parks,” and “Hilton v. Giraud,” *Law Journal*, 1847; and, lastly, that the custom of working a mine and transferring shares on the Cost-book Principle was well established, and had been recognised by the Legislature in the Joint-Stock Companies Act, 7 and 8 Vic., c. 110, s. 63.

The case was not concluded when the Court rose.

MR. ROBERT MOORE, MINING ENGINEER.—The demise of this gentleman, who was mining engineer and colliery manager to Sir George Grant Suttie, Bart., of Prestongrange, has cast a gloom, which will not soon be effaced, over the whole mining district of East Lothian. On Saturday, the 9th ult., between seven and eight in the evening, while the deceased was busy superintending the erection of a new and powerful engine on their new pit at Dolphinton, an accident occurred which terminated fatally in 24 hours afterwards. Deceased was standing on a plank, or gangway, over what is usually denominated the hat-well, and being entirely enveloped in a cloud of steam, or smoke, he slipped his foot and fell among the boiling liquid, and, shocking to relate, had one arm broken, the other dislocated, and his body severely scalded. As a proof of the public estimation in which he was held, as a master and a trustworthy servant, we may mention that his funeral was attended by the men from all the collieries in the district, accompanied by the coalowners and their managers. The mournful cortege left Prestongrange, deceased's residence, at one o'clock p.m., and ere they reached the family burying-ground, the immense cavalcade lined the road from side to side for a considerable distance. The body was deposited in the vaulting of the Tranent great seam, which crops out in the burying-ground, within 10 or 12 feet from the surface. Honour to his name, and repose to his ashes! He has left a widow and nine children—six sons and three daughters—to bewail his premature fate. He was an affectionate husband, and an indulgent parent. His two eldest sons hold respectable situations—Mr. Thomas Moore being manager of Peniston Colliery, East Lothian; and Mr. Ralph Moore of Dalmarock Colliery, near Glasgow, Lanarkshire. Deceased was born in the year 1791, in the immediate vicinity of Newcastle-upon-Tyne. He came to Scotland probably some 20 years ago, and took upon him the whole responsibility and management of Mr. Matthias Dunn and Co., lessees of the extensive collieries of Birsle and Prestongrange, both in East Lothian. He commenced the extensive mining of Prestongrange in 1830, to the depth of 75 fms., and having many difficulties to contend with, as water, &c., he ultimately succeeded, by means of a cast metal tubbing for the purpose of pressing back the water, which inevitably threatened to frustrate his whole design; this was the first process of the kind ever, I believe, accomplished in Scotland, although prevalent in England, for which Matthias Dunn received a handsome silver medal from that useful institution, the School of Arts, Edinburgh. Again, at a subsequent period, he repeated the same process effectually, in behalf of the villagers of Tranent, when their water, that blessed element of domestic comfort, foresaw its regular course, and dried their wells, in consequence of Mr. Cadell's coalpits being sunk through the sandbed which contained the water; for this act, the inhabitants of Tranent will ever feel grateful. He was the first that adopted the high-pressure steam-engine in this locality, for the purpose of winding coals up the shaft. He also abolished that abominable and degrading system—viz., the bearing of coals on their backs, by women, which, in all probability, had existed for centuries, and substituted in its room a superior system of putting on railways below ground. He certainly made a series of improvements in the mining department, which were previously unknown in this district. As a mining engineer and colliery manager, he stood unrivalled in this part of the country; he had a superior knowledge of ventilation—in fact, the subject was almost unknown in this locality, prior to his coming amongst us; and in his scientific research, he has framed plans of the different seams of coal, troubles, &c., of the ramified coalfields of East Lothian.

—Correspondent of the *Edinburgh Chronicle*.

MINING PROSPECTS IN NOVA SCOTIA.—An inexhaustible deposit of iron ore has recently been discovered at Londonderry Mountain, Nova Scotia. The ore is of that variety usually described as the specular oxide, and will yield 70 per cent. of cast metal; it is situated between a wall of trap rock on one side, and limestone on the other, and on the border of the Nova Scotia coal-field, where it is probable coal may be obtained, and wood for fuel is abundant in the neighbouring forests. A small river, descending from the mountain, near the ore, will afford abundant water-power to propel the necessary machinery for manufacture. A tract of land, containing the iron, and a proper site on the river, has been purchased by John Ross, Esq., of Truro, who is now endeavouring to obtain an Act of Incorporation from the Legislature, for a company to commence smelting and manufacturing operations. A report by Dr. Gesner, who has examined the ore and its locality, is highly favourable to the enterprise.—*Lake Superior News.*

The Llynvi Iron-Works are at a stand for want of coal. The colliers, having left on account of the proposed 25 per cent. reduction in the wages, are now employed in other works in the neighbourhood. Four hundred puddlers and other workmen that were discharged from Cwm Avon have since been employed in the Dowlais Works.—*Swansea Herald.*

TUMULT AT CONSIDER IRON-WORKS.—Considerable disturbance took place at Consider Iron-works, near Shottley Bridge, in the county of Durham, in consequence of some dispute between the Irish and the English labourers employed there. There had been previously a quarrel between the parties, and some skirmishing, in which the Englishmen were the victors; and, on Sunday, the Irish mustered strong, with the intention of revenging their past injuries. The tumult at one time rose to a great height, stones were thrown, and, in one case, a knife was drawn; but, happily, the manager of the works, with great firmness and energy, interfered, and expostulated with the men on the impropriety of their conduct, with such good effect, that order was eventually restored, but not until severe injuries had been inflicted on both sides. Several of the ringleaders, being known, were subsequently taken into custody, and, after undergoing examinations before the magistrates, were committed for various terms of imprisonment.

THE ATMOSPHERIC MODE OF TRACTION.—We have much pleasure in stating, that, on Tuesday last, the first experimental train was run to Newton; and, though it was but fair to anticipate that some difficulties might arise in the trial, from water which must have accumulated in the pipes, and from other causes incidental to a first attempt, yet the distance was accomplished in grand style, without the least difficulty or delay. The carriage was started from Teignmouth at 5 min. before 10 a.m., and at 8 min. after 10 it arrived at Newton, having stopped at Wear engine-house four minutes. The train came back in 12 minutes, having stopped four minutes at Wear on returning. The distance is five miles. Our readers who take an interest in the progress of practical science, will also be glad to hear, that the trains from Teignmouth to Exeter—four each way—propelled by atmospheric power, ran most admirably, keeping their time far more regularly than those driven by locomotives; and the most perfect confidence is felt, as to the system finally superseding the now common mode of traction. The power is exceedingly great, and it is said, that light trains could be propelled without difficulty at 60 miles per hour. The engineer, who ran for the first time to Newton, had the breaks on down and up. We trust to be able to announce, in a short time, that the locomotive engines are to be dispensed with on the South Devon line, as far as Newton. The engine-houses on the Exeter and Totton, and at the stations, will soon be finished; and, as we stated a few weeks since, the tubing, of a large calibre, is being laid; and not the least doubt is entertained, that the steep gradients on that part of the line will be run over, at a swift pace, with much ease. If these expectations be realised—of which we see no doubt—the triumph of Mr. Brunel and Mr. Samuda will be complete, and another “great fact” will be established in the scientific world—the triumph of air over steam. * * * As we feel assured, that the inhabitants of these towns are deeply concerned in the progress of this system of propulsion, we subjoin some further particulars, obtained from another quarter, which corroborate the above statement:—“You will be pleased to hear, that the first atmospheric trip was made from Teignmouth to Newton, on Tuesday, leaving the former place after the 30 minutes past 8 o'clock a.m. train had passed up. The piston carriage ran down without the slightest interruption, with a vacuum of 16 inches, which was exceedingly good for a first trip. It came down in about 14 minutes, including four minutes stoppage at Wear engine-house. The carriage was brought up at the Newton station with great exactness. The breaks were kept on the principal part of the distance, fearing what might be encountered in the tubes. The engines worked well, and all concerned were highly delighted. It is expected, that the traffic trains will be worked by this system to Newton, in the course of a few days, as the preparations are nearly completed in the Newton-yard station. The atmospheric trains between Teignmouth and Exeter are so regular, that any comment is quite unnecessary. If the locomotive trains are a quarter of an hour after their time, the atmospheric can make up the loss for them.”

EXPORTS OF BRITISH AND IRISH MINERALS, &c.—The following returns are extracted from an account of the exports of the principal articles of British and Irish produce and manufactures, in the nine months ended October, 1847, compared with the exports in the two preceding years:—

	1845.	1846.	1847.
Coal and culm	2,768,148	2,805,758	2,735,105
Hardwares and cutlery	1,676,903	1,709,159	1,786,800
Machinery	644,839	897,442	942,533
Metals—Iron and steel	2,854,048	3,374,333	4,696,367
Copper and brass	1,357,147	1,175,111	1,169,471
Lead	185,066	124,311	137,601
Tin, unwrought	43,769	81,121	131,965
Tin-plates	481,169	566,569	572,774
Salt	168,964	166,923	215,192

COMMUNICATION BETWEEN ENGLAND AND AMERICA.—An important announcement has been made at Liverpool, by the British and North American Royal Mail Steam-ship Company, relative to the future departure of their vessels to and from America, that, on and after the 4th proximo, they will dispatch a steamer for America every fortnight up to the 25th of March, after which the departures become weekly from England to America, and from America to England. For the execution of this gigantic contract, this enterprising company have nearly completed four new ships, of greater tonnage and steam-power than their present celebrated steamers, which will make a fleet of nine vessels—viz.: the *Britannia*, *Arctica*, *Caledonia*, *Hibernia*, *Cambria*, *America*, *Canada*, *Niparua*, and the *Europa*, and, without exception, the fastest and finest steam-ships in the world. The date at which the vessels will sail from Liverpool up to the 1st January next, are as follows:—On the 19th November the *Britannia*, for Boston; on the 4th December the *Hibernia*, for Boston; on the 18th December the *Caledonia*, for Boston; and on the 1st of January next the *Cambria*, for New York. This new and increased means of rapid intercourse between the two greatest maritime countries in the world, will be hailed with much satisfaction by the enterprising and active commercial men of England and America.

CEYLON RAILWAY.—We understand that the deeds of this company are fully signed by the shareholders, all of whom are influential parties; but, in consequence of the present monetary crisis, no call is intended to be made until the commencement of the new year.

CORK AND BANDOON RAILWAY.—The Irish Court of Exchequer has been occupied for a fortnight past with an action brought by Mr. E. Leahy, civil engineer, against the Cork and Bandon Company, for compensation for his services as engineer of the company, founded upon a contract with the directors, according to which he was to receive 5000*l.* for superintending the construction of the line; but, shortly after the works commenced, Mr. Leahy was summarily dismissed, without any specified cause—meantime he had received 675*l.* on account. He claimed as damages the full amount of his contract, and it was part of his case that he had paid assistant-engineers out of his own pocket. The company grounded their defence upon his alleged want of skill and experience in the conduct of railway works—a number of witnesses were produced on both sides. There was a great array of counsel, and long legal arguments took place before the Lord Chief Baron, who presided, and exhibited the greatest patience and ability in the bearing of this protracted case. His lordship's charge to the jury occupied nearly two days in the delivery. The jury, which was special, after three hours' deliberation, returned a verdict yesterday evening for the plaintiff, 325*l.* damages, and 6*d.* costs. The costs, owing to the length of the trial, and the number of witnesses, will be very heavy. The verdict of 325*l.*, with the amount already paid on account, makes up 1000*l.*

THE SOUTH-EASTERN AND BRIGHTON COMPANIES.—We are happy in being able to announce that these two companies have at length settled their differences, and that an amicable arrangement has been entered into between the two boards of directors. This arrangement must be satisfactory to all parties, as it will have the beneficial effect of putting an end to those destructive contests, which the shareholders of both companies have so long suffered from.

We have just been informed, that Ministers are resolved to propose a check of some kind on the extension of railway works—but that the plan, the particulars, or *modus operandi*, of which has not transpired, will not be of a very sweeping character.—*Railway Chronicle.*

STOPPAGE OF RAILWAY WORKS.—THE LONDON AND NORTH-WESTERN.—A month or so ago, this company had nearly 50,000 labourers employed on those sections of their system of new lines then constructing. Within the last month, or six weeks, the effective labour force has been reduced to less than one-half, that half being only employed upon what are called first-class, or indispensable works. Many have been discharged from the Chester and Holyhead, now that the works to Conway are completed. The works on the Rugby and Stamford are partially suspended. Specific orders have been issued to proceed slowly, and with this view, the contracts are being extended over double the original time. This is also the case with the Rugby and Leamington line. The Dunstable Railway is completed, and ready for opening. The works on the Stour Valley line are partially suspended. Those on the Buckinghamshire railways are to go slowly, and some of its branches, for which acts have been obtained, are, it is understood, to be abandoned, as altogether unnecessary. The works for the Shropshire Union Railway, are not to be commenced at all for the present, and application is to be made in the ensuing session for an extension of time, to take the land required. The Northampton and Banbury will not be commenced. The South Staffordshire line is to be "hung up" for the present, together with the Birmingham and Lichfield, Coventry and Nuneaton, and East and West India Docks Extension. The only works on which any degree of activity is confined, are those of the Caledonian, Leeds and Dewsbury, and Chester and Holyhead. The expenditure on these works has been reduced one-third. The greater part of the works upon the Edinburgh and Hawick line have been stopped, and the labourers employed upon it paid off to the number of about 5000. On Friday and Saturday nearly 1400 labourers were discharged; but it is satisfactory to learn, that in the county of Edinburgh, from 200 to 300 men are still employed on the line, and most of them at Borthwick Glen, where two engines are employed in conveying the earth to the embankment. The cause is understood to be the extreme scarcity of money, and the difficulty of effecting loans upon any other than extravagantly high terms. Some bridges, and other works, the execution of which requires a long time, are still being carried on.

SOUTH-WESTERN RAILWAY EXTENSION.—The site for the terminus of the South-Western Railway, in York-road, Lambeth, has been cleared by Messrs. Lee, the contractors for the whole of the works connected with the extension from Nine Elms, and they are making active progress towards the completion of the line by the spring of the ensuing year. The viaduct, with the exception of a few openings, is nearly completed to the Westminster-road; and for a considerable distance four lines of rail, forming the permanent way, have been laid down. The whole length of this viaduct, nearly two miles, passes through a densely-populated neighbourhood. The South-Western Company, with a view to letting the arches for shops, workshops, and dwellings, have taken the very necessary precaution to protect the arches from wet, by covering the entire length of the viaduct with Sycamore asphalt. The preparation of this material is carried on by an ingeniously-constructed portable steam-engine, made by Messrs. Easton and Amos, which not only drives the gear of the large cauldrons in which the material is kept uniformly and constantly agitated, but also raises, in iron buckets, the prepared material to the top of the viaduct, where it is received upon a truck, and conveyed, by means of a tramway, 500 ft. in length, to wherever the workmen may be stationed to lay it. We cannot refrain from remarking on the well-contrived and novel arrangements for carrying on this branch of the work, and the admirable appearance of this imperious covering of the arches. The superintendent of the works, in answer to our inquiry, stated the entire surface, to the best of his belief, to contain about 450,000 ft. ²; and that, if desired, three months would be ample time to execute a similar quantity. The whole of the works connected with this important extension appear to be executed in a highly creditable manner.—*Railway Times.*

RAILWAY SAFETY BREAK.—At a meeting of the Mechanics' Institute, Glasgow, Robert Montgomery, Esq., read a lecture on a plan invented by him for the protection of life in railway travelling. Mr. Montgomery exhibited a variety of experiments with his carriages, placed on a model railway, 15 ft. long. His two carriages weighed about 50 lbs. each. He put one of his models in motion, and when he took off its momentum by a contrivance he had for that purpose, the carriage was immediately stopped by the break, wrought into self-action. He again put two model carriages in motion, attached to each other, and when he stopped the momentum of the first, the last carriage stopped, without coming into contact with the buffer of the first: the last carriage was, in this instance, also stopped by the action of the self-acting break. He exhibited another important experiment on the incline, to show that, if railway carriages were supplied with his self-acting break, no such accident as that which lately occurred in Glasgow, on the incline there, could have happened.—*Liverpool Standard.*

THIRTY VALLEY RAILWAY.—This line was gone over by the Government inspector on Thursday last, and is to be opened for through traffic on Dec. 1.

LOCOMOTIVE SUPERINTENDENT OF THE BRIGHTON RAILWAY.—Mr. Craven, late of the Eastern Counties Railway, and formerly of the Manchester and Leeds, has been appointed locomotive superintendent, in the room of Mr. T. Kirtley, deceased. Mr. Craven's qualifications are well spoken of; and, as he is said to possess the confidence of the men, it is to be hoped that greater harmony will reign in the establishment at Brighton than prevailed under Mr. Kirtley's management.—*Railway Record.*

BRIDGE OVER THE OHIO.—The plan of a bridge across the Ohio, at Wheeling, has been agreed upon. It is to be supported by two towers on each bank, 1010 feet from centre to centre, 100 feet above the bed of the river, and 60 above the floor of the bridge.

PATENT IMPROVEMENTS IN CHRONOMETERS, WATCHES, AND CLOCKS.—E. J. DENT, 25, Strand, and 23, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1848, 1849, 1842. Silver lever watches, jewelled in four holes, 6*g.* each; in gold cases, from 2*g.* to 2*l.* 10*s.* extra. Gold horizontal wall chimes, with gold dial, from 2*g.* to 15*g.* each. 4*g.*

DENT'S PATENT DIPLIDOSCOPIC, or meridian instrument, is now ready for delivery. Pamphlets containing description and directions for its use 1*s.* each, but to customers gratis.

LITERARY NOTICE.

An Answer to Lord George Bentinck's Address, with an Appendix; and a Few Words to the Quarterly Review. By FLAIN FACTS. London: Smith, Elder, and Company, and Ridgway.—Second Edition.

We are glad to find the author has had occasion to publish a second edition of his pamphlet, as it has afforded him the opportunity of adding much to its value, in his most satisfactory answer to the criticisms of the *Quarterly Review*. We admired the pamphlet originally, for the tact and research the author had shown in his refutation of the much-lauded speech of the protectionist leader. His tone of argument throughout is good, and the opinions he has advanced are supported by a great quantity of statistical information, of much general interest; and we have no doubt that the noble lord and his friends will themselves read the "Answer" to his speech with satisfaction, as they may profit by the information therein disseminated.

In our Number of last week, we inserted, by mistake, an uncorrected prospectus of the TIN VALE MINING COMPANY, instead of the one which appears in our columns of this day. We are at all times sorry when any irregularity occurs on our part; but, in the present instance, we do not so much regret the matter, as it enables us to draw the attention of the mining interests, and our readers generally, to the statements put forth by the company, as, from a knowledge of the locality of Tin Vale, we believe them to be founded on facts; and the report of some of the directors, after minute and personal inspection, which will be found at the end of the prospectus, justifies us, in addition, in recommending the shares as a good investment. The mine is already productive, and holds out almost the certainty of a speedy dividend. The undertaking is brought out by the directors of the Pennant Mining Company, which is of itself a security to the public of the genuineness of the enterprise, and that its affairs will be conducted with efficiency, and with every regard to the interests of the shareholders.

THE IMPORTATIONS OF PRECIOUS METALS.—The present monetary crisis, and the limited quantity of bullion and specie at the Bank of England, has caused most extraordinary importations of the precious metals within the last week or 10 days. From Hamburg one arrival was 170,000*l.*; by the *Rob Roy* steamer at Hull, from ditto, with 500,000*l.* in gold; and by the *Wilberforce* steamer, in the Thames, with 100,000*l.* in gold, being a portion of 1,500,000*l.*—the above large amount has been sent from St. Petersburg; and 2,000,000*l.* more is expected in the course of the next and following week; from Rotterdam there has been 11,000*l.* in gold; and from Paris 70,000*l.* to 90,000*l.* From the United States of America the importations of gold have also been very considerable, considering the pressure that also exists there for specie. The *Cambria*, which arrived at Liverpool from Boston, brought 100,000*l.* and 200,000*l.* in specie had arrived previously from the same quarter; from Oporto there have been three boxes of gold, three boxes of dollars, and two boxes of silver in bars. Insurances, to a great extent, have been made at Lloyd's, on vessels expected from Sydney, New South Wales, and Australia, with bullion. The accumulation of gold in the credit office of the empire, at St. Petersburg, notwithstanding the large sums exported on account of the Emperor to Paris, and this country, to be invested in the Funds, to the amount of 6,000,000*l.* sterling, is greater than has ever been known—last month 8,678,669 20 kopecks in ingots and specie were withdrawn from the Treasury with all necessary formalities, in the presence of Prince Peter of Oldenburg, and other high functionaries, and deposited in the cellars of the fortresses of St. Peter and St. Paul. The treasure at present lying in the latter place amounts to 115,678,593 roubles (about 18,738,935*l.* sterling). The Government, or State, Mines of the Oural and Altaï, have yielded more gold this year than at any previous period; this is to be attributed to the extent of the workings, and number of men employed in the mines. Those belonging to private parties have yielded in a similar proportion; but, in Russia, no private individual, or company, is allowed to dispose of the precious metals, except to the Government, who, it may be said, has the entire monopoly of the mineral riches of the empire, which exceeded those of all Europe, and even the Americas. These timely arrivals have, as a matter of course, greatly increased the amount of bullion—gold and silver in the coffers of the Bank of England. That in the Issue Department in gold coin and bullion (7,565,959*l.*), and silver (1,375,571*l.*)—whilst, in the Banking Department, the amount of gold and silver is about 450,000*l.* This increase will have a most beneficial effect to the public, as the governors and directors contemplate materially reducing their interest on discounts, which is enormous (8 per cent.)—being higher than during the panic, or monetary crisis, of 1825 or any previous one in this country. It is to be hoped, the worst is now over and that credit and confidence will soon be restored in every part of the kingdom.

WHEAT, ANDREW AND NANGLE.—We received, this morning, a letter from Mr. Francis, enclosing a series of resolutions passed at the account meeting on Monday last, having reference to the complaints of "An Adventurer," published in last week's Journal. We have not time for their insertion in our present Number, but they shall appear on Saturday next.

CONSOLS MINES.—The usual two-monthly meeting of adventurers was held at the account-house on Wednesday last, at which the following accounts were allowed, and a dividend of 5*l.* per share declared.—Balance at last dividend, 2217*l.* 4*s.* 2*d.*; ores sold (less dues), 9290*l.* 15*s.* 5*d.*;—11,507*l.* 19*s.* 7*d.*—Costs for September and October, 5767*l.* 3*s.* 11*d.*; merchants' bills, 3374*l.* 4*s.* 7*d.*; dividend of 3*l.* per share, 500*l.*—9641*l.* 8*s.* 6*d.*—Balance in favour of the adventurers, 1866*l.* 11*s.* 1*d.*

ASPHALTE STONE.—After a considerable lapse of time there have recently been some arrivals of this article from France, the vessel *Berenaria*, from Rouen, having brought 85 tons weight, for paving purposes.

NEW MINERAL SPRING IN HEREFORDSHIRE.—We understand, that a valuable mineral spring (of which the following is an analysis), has been discovered on the lawn at the mansion of Edmund Burnham Patershall, Esq., of Allensmore House, near this city:—1st. Temperature at the spring, 58 Fah. 2. Specific gravity at the temperature of 60 Fah., 1.004; showing the presence of saline matter in a pint, 44.600 gr. 3d. Result of analysis:—Iron 4.832 gr.; lime, 2.440 gr.; magnesia, 7.976 gr.; carbonic acid, 25.472 gr.; silica and loss, 3.880 gr.—total, 44.600 gr. in a pint.—*Hereford Journal.*

KIR HILL.—The dispute so long pending between different parties here, has at length been settled, by Messrs. Wellington and Thompson giving up the managing part of the mine to S. B. Sergeant, Esq. Fourteen men have already been put to work on tribute, but none on tutwork. It is intended immediately to erect suitable machinery to work the mine in a proper manner, and to enable the proprietors to make the ore merchantable.—*Plymouth Journal.*

THE WEST INDIA MAIL.—The Royal West India Mail Packet *Dee*, arrived at Southampton yesterday, bringing advices to the following dates:—Honduras, Carthagen, Jamaica, Oct. 24; St. Jago de Cuba, Oct. 20; Demerara, Oct. 20; Trinidad, Oct. 22; Barbadoes, Oct. 24; Grenada, Oct. 26; St. Kitts, Oct. 29; Nevis, Porto Rico, St. Thomas, Oct. 31; La Guayra, Oct. 22; Bermuda, Fayal, Nov. 12. The *Dee* has on freight 84000 on account of the Royal Mail Company, 216 ounces of gold dust, 82900 on account of British merchants, and a general cargo; 998 bags and 22 barrels of pimento; 86 bales of caraparra; 19 tins, 37 barrels, and 16 bags of coffee; 13 barrels of ginger; and sundries. She brings accounts of a terrible hurricane which took place on the 11th Oct. at Tobago; a great portion of the houses were destroyed, and the shipping suffered considerably.

COLLIERS' MEETING.—On Monday afternoon, a meeting of the colliers of the Wigan district was held in the Scholes Orchard, Wigan, pursuant to an announcement in a placard, headed "Union or Slavery." Mr. Roberts, the "Attorney-General," was announced to be present, and numerous delegates from other districts were also to address the meeting. Shortly before the hour of assembling, the flags and banners of the different societies, headed by a band of music, were carried through the streets; but the efforts to get an attendance were unsuccessful, the gathering being one of the most scanty witnessed for some time. The great star was absent, and the majority of the listeners to two or three delegates, who addressed the meeting, were women and children, and parties brought together from curiosity. The meeting, in fact, may be pronounced a failure—a strong indication that the days of the union are now numbered.—*Liverpool Mercury.*

ACCIDENTS.

Darlington.—P. McCue was killed by a fall of coal in Mr. Addenbrooke's colliery.

Tipton.—As J. Round, bankman's assistant, at Mr. Morris's colliery, was pushing a skip towards the pit mouth, it overbalanced, and dragged him down the shaft, killing him on the spot.

North—Horrible Death.—A dreadful accident occurred on Monday last, upon one of the inclined planes leading from the colliery of Messrs. Weymouth and Green, at Tommaw near Neath. The unfortunate sufferer is a man known by the name of Griffith, of Penbrey, or otherwise "Gitto o' Penbrey," who was employed in block-laying, and attending to the machine, by means of which the trains are let down and drawn up. It appears that, in preparing for letting the loaded train down the incline, he had pushed them too far. The result was, that they overbalanced, and the empty ones at the bottom not being attached to the chain, the train was carried down with fearful velocity. Upon seeing this, the unfortunate man hastened to fix a pin in the break, with a view of stopping the machine, or lessening the force, when he was caught by the upcoming unattached chain, carried round the drum, and literally torn to atoms—his head being severed from his body; his waist cut in two, and his feet adhering to the machinery piecemeal. The unfortunate man's remains were collected and put into a box until a coffin was got ready.—*Swansea Herald.*

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Eleven o'clock.	
Bank Stock, 9 per Cent., 187 9	Belgian Bonds, 43 per Cent., —
3 per Cent. Reduced Ann., 82 1/4	Dutch, 24 per Cent., 548 1/2
3 per Cent. Consols Ann., 83 1/4	Brazilian, 5 per Cent., 79
3 per Cent. Annuities, —	Chilian, 6 per Cent., 87
3 1/2 per Cent. Ann., 83 1/4	Mexican, 5 per Cent., 16
Long Annuities, 8 1/2	Spanish, 5 per Cent., 16 1/2
India Stock, 104 per Cent., 234	Ditto 3 per Cent., 37 1/2
3 per Cent. Consols for Acct., 83 1/4	Portuguese, 5 per Cent., 75
Exchequer Bills, 1000 <i>l.</i> 3 <i>d.</i> , 1 1/2 dis.	Russian, 5 per Cent., 105 1/2

MINES.—The amount of business transacted during the week may be considered as very fair; and some importance may be attached to it—inasmuch that a large proportion of the shares have gone into the possession of parties, who have hitherto been strangers to this kind of property as an investment. The insecurity of railway shares, and the fluctuation of Consols, in all probability, have induced capitalists to direct attention to those speculations, which, of all speculative property, may be deemed the safest—more especially, as shares now, in some of our best paying mines, may be procured (according to our present quotations, and taking the last dividend declared respectively as our data), varying from 15 to 35 per cent. per annum, and from three to five years' purchase. In reference to this remark, we have before us such mines as Devon Great Consols, East Wheel Rose, Treviskey and Barrier, Trehan, Trelawney, South Wheel Francis, South and West Caradon, Wheel Soton, Stray Park and Camborne Veau, Carn Brea, Callington, &c.; whilst we could refer to many of those mines, which are now considered on the eve of paying dividends.

The present depressed state of the standard, and the decline in the price of lead, will have a considerable effect on the profits of our paying mines, as well as others; but we hope that the return of confidence, with the improving state of our money market, may be deemed as preliminaries to better days.

In Devon Great Consols several shares have changed hands, and buyers are apparently on the increase. An important and highly-flattering report has recently been received from an intelligent and experienced agent, which must prove satisfactory to the proprietors, in consequence of its fully confirming the official reports of the agents of the mine. A dividend of 5*l.* per 1024th share, was declared on Thursday. The funds now in hand, including Exchequer Bills, copper bills due and coming due, and ores sold on Thursday, may be estimated at 21,000*l.*

Bedford United shares have been extensively dealt in during the week. The mines are now being worked to a profit of from 400*l.* to 500*l.* a month.

The improvements and discoveries which have recently taken place in Holmbush, West Wheel Friendship, Condurrow, Herodsfoot, West Soton, Wheel Williams, South Tolgus, and some others, have created an inquiry for these shares, and several transactions have taken place.

Several shares in Treviskey and Barrier and Condurrow have been done, and a confirmation of present prospects, as contained in private reports, received this week—copies of which we furnish in another column, and will no doubt increase the demand for them.

We noticed some extraordinary discoveries made in the gossan of Trevean Mine a few weeks since; and we have now been promised, for next week, the result of the several assays for silver which have been made, as well as other important experiments there. Last month's tin sold for 108*l.*; and there are further improvements in the mine since. Several shares have been sold during the week.

Several shares in the Bwlch Mines have been sold this week; and, from the reports furnished, we have every reason to believe these mines will take a position with her other Welsh neighbours—Goginan, Lisburne, Pencyn, &c.—the latter, we learn, only requires a little energy, and a small outlay, to bring her into a great and profitable state of working, which we hope to see before long.

Shares in the following mines have been sold this week—viz.: East Wheel Rose, Devon Great Consols, Treviskey and Barrier, Treleigh, Holmbush, Bedford United, West Wheel Friendship, Condurrow, Andrew and Nangle, Trevean, West Providence, Stray Park, West Ann, Trellawney, West Soton, Trehan, Herodsfoot, Callington, Mary Ann, Trelawney, Wheel Williams, Pennant, Gwincar Consols, Tremayne, South Wheel Tolgus.

The business in foreign mines has been rather limited this week, although there has been some transactions in Altens, Imperial Brazilians, St. John del Reys, Australians, Bolanos, and Asturias.

The Imperial Brazilian Company held their half-yearly meeting on Tuesday last, when they made a call of 1*l.* per share—being the final instalment of 3*l.*, which the directors considered would be necessary to complete their purchase and arrangements for the property of Bananal; and, from the returns made, there is every reason to anticipate an early dividend from that purchase.

The Australian Mining Company has received dispatches from the mines, per the *Briton*, which contains a letter of some importance, furnished in our columns, under "Foreign Mines."

We understand, the Chianila Mining Company is to be dissolved, and a final call of 4*s.* per share has been made. We think, from the conflicting rumours which have reached our ears, that the shareholders should be put in possession of all the facts and circumstances connected with this unfortunate expedition, which, we think, cannot be better done to the satisfaction of the shareholders than to afford Mr. Anderson, Capt. Hosking, and the others employed, an opportunity of explaining misunderstandings before a general meeting. We think this due to the agents, as well as to those who have subscribed their money—more anon.

HULL, THURSDAY.—The share market is gradually gaining strength, and there is a much better feeling as to prospects. A check was given yesterday—partly by the failure of a large commercial house (Trauman and Cook)—partly by rumours, which have since proved to be without foundation—and to-day the market is firmer again. The *Rob Roy* brings 30,000*l.* worth of gold, which is a fair sum by one vessel. There was a failure on the London Stock Exchange yesterday to the extent of 10,000*l.*, but its effects will be exclusively confined to the speculators in Consols. Local stocks without much alteration. The meeting of the Glam Company, on Friday, is looked forward to with interest.

MEETINGS.—A special meeting of the BRISTOL AND SOUTH WALES JUNCTION resolved to wait on the directors, and request the suspension, for the present, of all proceedings.—At a special meeting of the WHARF AND COLLIERY, the agreement with the Caledonian, for working the former line, at a rent of 25,000*l.* a year, was passed, under a protest from Lord Belhaven.—At their annual meeting, the MORAYSHIRE agreed to purchase the Stotfield and Lossimouth Harbour. Their works on the Rothies section will be guided by the example of the Great North of Scotland.—Satisfactory progress was reported at the half-yearly meeting of the KILLARNEY JUNCTION. No further call beyond the 2*l.* 10*s.* of the present year, is to be made for a considerable time.—THE DUNDRE AND NORTHERN JUNCTION, at their special meeting, disapproved of the proposed loan of capital to the Edinburgh and North-east, at 6 per cent., and resolved to wind up affairs, and immediately return 1*l.* 14*s.* to the shareholders.—At the ROSEBURY AND HAVES, the board's proposed modification of the statutes, as to the redemption of their capital, was carried by 611 votes to 8.

COAL MARKET, LONDON.

PRICE OF COALS FOR STEAM AT THE CLOSE OF THE MARKET.

MONDAY.—Adair's Main 16 6—Bate's West Hartley 18 9—Buddle's West Hartley 18 9—Davison's West Hartley 18 9—Dean's Primrose 16 9—Hastings' Hartley 18 9—Holywell Main 16 6—New Tanfield 16 6—Original Tanfield 16—Ord's Redbush 16 6—Tanfield Moor 17 6—Townley 16 9—West Wylam 16 9—Wall's End 16 6—Bell and Brown 19 3—Bewick and Co. 19 3—Bell Robson 18 6—Derwent 17 6—Elm Park 18 9—Wharfedale 19 3—Eden Main 20 3—Bell 20 3—Belmont 20 3—Brady's Harton 20 3—Crawford 18 3—East Herton 19 6—Hawesall 20 3—Hilton 20 6—Keepler 20 3—Lambton 20 3—Russell's Herton 20 3—Richmond 19 6—Shotton 20 3—Stewart's 20 9—Whiteley 19 6—Bowdon Close (unscreened) 16—Hudson's Hartlepool 19 9—Kelloe 20 6—Adelside Tees 20 3—Brancepeth 17—Brown's Deansy 19—Crownford Tees 19 3—South Durham 19 3—Tees 20 6—West Herton 19 3—Corporation 19 6—West Tees 18 6—Cleaveland Coke 24—Cowpen Hartley 19—Derwentwater Hartley 18 3—Howard's West Hartley Netherthorpe 18 9—Morran's Stone Coal 20*s.*—Sidney's Hartley 18 9—Ships at market, 19*s.* 1*s.* 16*d.*; unsold, 31.

WEDNESDAY.—Adair's Main 16 6—Bate's West Hartley 18 9—Buddle's West Hartley 18 9—Davison's West Hartley 18 9—Hastings' Hartley 18 9—Holywell Main 16 6—New Tanfield 16 6—North Percy Hartley 18 6—Original Tanfield 16—South Peaseholme 16 6—Tanfield Moor 17 6—Townley 16 9—West Wylam 16 6—West Hartley 19 4—Wylam 16 6—Wall's End 16 6—Bewick and Co. 19 3—Brown's Gas 16 3—Elm Park 19 6—Gosforth 19 9—Riddell's 19 6—Washington 19—Wharfedale 19 3—Eden Main 20 3—Belmont 20 3—Brady's Harton 20 3—East Herton 19 6—Hawesall 20 3—Hilton 20 6—Keepler 20 3—Lambton 20 3—Russell's Herton 20 3—Richmond 19 6—Shotton 20 3—Stewart's 20 9—Whiteley 19 6—Bowdon Close (unscreened) 16—Hudson's Hartlepool 19 9—Kelloe 20 6—Adelside Tees 20 3—Brancepeth 17—Brown's Deansy 19—Crownford Tees 19 3—South Durham 19 3—Tees 20 6—West Herton 19 3—Corporation 19 6—West Tees 18 6—Cleaveland Coke 24—Cowpen Hartley 19—Derwentwater Hartley 18 3—Howard's West Hartley Netherthorpe 18 9—Morran's Stone Coal 20*s.*—Sidney's Hartley 18 9—Ships at market, 19*s.* 1*s.* 16*d.*; unsold, 17.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY.....Port of London Shipowners' Loan and Assurance Co.—offices, at Four.
 TUESDAY.....Dhobah Sugar Company—offices, at One.
 WEDNESDAY.....Waterford and Kilkenny Railway—Bandon Tavern, at Twelve for One.
 Thursday.....Australasian, Colonial, and General Life Assurance Co.—offices, at Two.
 Friday.....Medical, Invalid, and General Life Assurance Co.—offices, at Two.
 Saturday.....Wheat Concord Mining Company—offices, at Twelve.
 Hope Assurance Company—London Coffee-house, at One.
 Rock Life Assurance Company—London Tavern, at Twelve.
 West Wheel Maria Mining Company—Bedford Hotel, Tavistock, Twelve.
 [The meetings of Mining Companies are inserted among the Mining Intelligence.]

CHAMBER-CROSS BRIDGE COMPANY.—A special general meeting was held, on Saturday last, at the offices, Villiers-street, Strand.—W. HAWES, Esq. (deputy-chairman of the company), presiding—to confirm the resolutions of a former meeting, for rescinding a contract for the sale of the bridge, and for raising 20,000*l.* by the creation of 3200 quarter shares. Resolutions carrying out these objects were moved by the chairman, seconded, and unanimously agreed to without remark.—The CHAIRMAN then stated, that the amount of tolls up to the 18th of this month was greater than for the corresponding period of last year, and was very satisfactory—2025*l.* 12*s.* 2*d.* Of the one-eighth shares, 698 were yet unappropriated, and would be again offered to the shareholders by circular. After a little conversation, as to the issue of the new shares, the chairman was about to declare the business of the meeting concluded, when Mr. BROWN complained, that the directors had not informed the shareholders of legal proceedings having been commenced against the company on the part of certain shareholders.—The CHAIRMAN admitted the receipt of a communication on the subject, but declined to state what had been done in consequence.—Mr. BROWN contended, that 1200*l.* or 1500*l.* had been spent in useless litigation, and said that a very heavy bill of costs would have to be paid out of the 20,000*l.* about to be raised—he wished to have a committee appointed to look into the matter.—The CHAIRMAN repelled the charge which had been made against him of unduly biasing his colleagues; and, in reference to the law charges, referred to the last printed accounts, in which the costs were stated to be about 1000*l.* The proceedings terminated with a vote of thanks to the chairman.

COMPRESSED-AIR ENGINE COMPANY.—A special meeting of this company was held at the Thatched-house Tavern, St. James's-street, yesterday, to receive the joint report of the directors and committee, appointed at the meeting on the 4th of August last.—The chair was taken by Mr. Alderman PARKER—when the report was presented, which stated, that the committee had tested the receiver by water, and had found it to leak continuously, in various parts, which, the manufacturers said, could not be prevented. They also said, that Mr. PARRY had refused to go into the general question of the principle, adhering only to the question of his remuneration. They, therefore, recommended a dissolution of the company.—A PROPRIETOR thought that, as the receiver leaked, it was a sure sign of its defective workmanship; and, therefore, it ought to be a question for the whole of the proprietors, whether the company should be dissolved.—The CHAIRMAN said, the receiver was made in conformity with the directions of Mr. PARRY.—A PROPRIETOR thought, if Mr. PARRY should state satisfactorily, that he could complete the experiment, the company ought to be continued.—The CHAIRMAN said, they could not bring Mr. PARRY's mind to bear on the subject of the patent; and that he still adhered to that course. He had no doubt it was a good thing, if it could be carried out. (Hear, hear.) They were labouring under the screw of Mr. PARRY; but the directors were determined he should not screw out of them what he claimed—as they would not spend idly the means of the shareholders. (Hear, hear.)—Mr. PARRY defended himself; and stated, that the receiver was made in an unworkmanlike manner, and not consistent with his instructions.—After a long discussion, the report was adopted; and a vote of thanks was passed to the directors.

ST. ANDREW'S AND QUEBEC RAILWAY.—A meeting of directors was held at St. Andrew's, New Brunswick, on the 25th October, at which a report from Mr. Laurie, the company's engineer, was read. The terminus was fixed at the east side of the town of St. Andrew's, near Light-house Point, and it was agreed that the work should be formally commenced in about 10 days. The grading of the first four miles was to go on at once; and 10 miles more, of which a contract survey has been made, will be put under contract for next spring, the timber and other materials to be prepared during the winter. "A railway (says the *St. John's Courier*) may now be said to have positively been commenced in New Brunswick; and our spirited neighbours of St. Andrew's have undoubtedly carried off the palm from us on this occasion."

SAFE MODE OF WORKING THE TUBULAR BRIDGES.—The mode of raising the Britannia Tubular Bridge, is purely an engineering question, and one which principally belongs to the engineers employed in its construction, although doubtless, the eyes of the scientific world are turned towards that bold and novel experiment. There are, however, two very important questions connected with this subject—first, as to the expense of construction; second, the stability of the structure when completed. The former question affects the pockets of the shareholders of the undertaking, and the latter has reference to the safety of the lives of the passengers who may feel disposed to patronise the line when completed. I beg to propose, through your Journal, a plan which will go far to save the pockets of the shareholders (so much wanted at the present moment), and to a still greater extent, tend to preserve the necks of the enterprising travellers. As the plan of the proposed tubular bridge is upon a novel principle, and the calculations as to strength based upon experiments made with models, it cannot be doubted but the greatest caution will be exercised. Engineers and experimenters are well aware of the fallacious results of formulae deduced from models, and of the important fact, that, however trustworthy a formula may be within certain limits, it may, nevertheless, lead to fatal results when carried to an extreme. The most destructive element in all railway works is unquestionably vibration, whether as affecting the permanency of the slopes of cuttings and embankments, or the stability of bridges, viaducts, and tunnels, and it is quite clear that model experiments can furnish no data by which to calculate the destructive effects of the vibration caused by a railway train at a high velocity; nor does experience prove that engine-drivers can, under all circumstances, and in all states of the weather, be depended upon to adhere strictly to any prescribed rate of speed. I would, therefore, propose, as a matter of economy, to make use of only one tube and one set of rails; and to prevent two trains from meeting in the tube, I would suggest that no locomotive should be allowed ever to pass through the tube with a train attached, but that the trains in each direction shall be drawn by stationary power, or perhaps it would be no difficult matter so to arrange rope-machinery, with revolving cylinders, as to bring the driving-wheels of the locomotive over these cylinders, and by the action of the engine (which being placed on a revolving cylinder could not progress), give motion to the rope machinery, and thus save the expense of stationary power. By this arrangement, also, the stability of the structure, and the safety of the passengers, would not be endangered. The weight of the locomotive would not have to be borne by the tube, and the motion of the train would necessarily be so slow, as not to generate any destructive vibration. In adopting two tubes, they cannot be any mutual help, unless they are attached to each other, and if so attached, the combined effect of the vibration caused by the passing of trains in opposite directions, may prove much more destructive than can be anticipated; and should it be said that it is not intended to allow two trains to pass each other on the bridge, it will then follow, as a matter of course, that one tube is as good as two for all useful purposes.—*Correspondent of the Mechanics' Magazine.*

THE GREAT TUNNEL UNDER LIVERPOOL.—This work is about the only one in connection with the London and North-Western system on which there are no particular appearances of suspension, the object being to connect, as soon as possible, by a tunnel of 23 miles, the goods depot at Edgely with the North Docks at the water's edge, where the bulk of all the foreign shipping centres. When completed, ship's cargoes will be taken direct to Edgely, without the present excessive cost of cartage. The tunnel is called the Victoria Tunnel, and the contractors, Messrs. Holmes and McCormack, who have between 1000 and 2000 men on it at work, have already carried the driftway half through. The operations are very dangerous, and in some places shake the foundations of the houses, which, at many points, are only at from 50 to 80 ft. above the level where the rails are to be laid, while in other places there is a variation of from 90 to 100 ft. This tunnel undermines in its course three or four places of worship—churches, Quakers' meeting-houses, and Baptist chapels—which will be only 66 ft. above the roof of the locomotive. One-half the tunnel is good to work through, consisting of rock and sandstone; but, as it approaches the docks, the soil is of a treacherous kind and rubbish. The railway company have to pay compensation to the owners of every house and building the tunnel passes under.

HIGH TOR TUNNEL.—The important works at these tunnels, at Matlock, on the Manchester, Matlock, and Amburgate Railway, are progressing as prosperously as could be wished. The tunnel at the north end, or that nearest Matlock-bridge, is now completed for the distance of 80 yards; and, at the south, or Matlock-bath end, 30 yards of tunnel have been finished, besides a heading 28 yards, in the heavy middle cutting, where the tunnel is but just commenced. Between 50 and 40 yards of tunnelling have been cut during the last month; and we hear, from the best authority, that there is every probability of these tunnels being completed by August next. The excavation at the Willersley Tunnel—in many respects more difficult than those above noticed—are in all parts in full activity, being now wrought at eight points at once. There are two steam-engines on the works, and neither skill nor experience has been spared by the contractor, Mr. Harding, who, there is no doubt, will complete this undertaking most satisfactorily within the given space. It is gratifying to be enabled to add, that no accident worth naming has occurred at either of the above works for some weeks.—*Derbyshire Courier.*

NOTICES TO CORRESPONDENTS.

It will at all times be much trouble, and frequently considerable delay, if communications are simply directed—
 To THE EDITOR,
 Mining Journal Office,
 26, FLEET-STREET, LONDON.

Also, to avoid trouble, Post-Office Orders should always be made payable to WILLIAM SALMON MARSHALL, as acting for the proprietors.

THE ELECTRIC TELEGRAPH.—The extract from the *Spectator*, No. 341, Dec. 6, 1714, published in the *Times* of Tuesday last, appeared in the *Mining Journal* some time since.

"J. X. E."—This court is generally an open one; but, in some cases, it is considered requisite, for the ends of justice, to examine witnesses in private.

"T. W." (Leeds).—Through any bookseller, or newsmen, in the town.

"A Subscriber" (Redruth).—The matter is under consideration, and, when settled, an announcement will be made.

We have received an interesting and important letter on the Great Wheel Marth, which we shall endeavour to insert next week.

Received.—R. W. (Strand)—J. P. (Christie)—H. W. (Pontypool)—"A Newcastle Collier" (Nantyglo).

We must impress upon our correspondents, the necessity of invariably furnishing us with their names and addresses; not that their communications should, consequently, be noticed, but as an earnest to us of their good faith.

The *MINING JOURNAL* is published at about Eleven o'clock on Saturday morning, at the office, 26, Fleet-street, and can be obtained, before Twelve, of all news agents, at the Royal Exchange, and other parts of London.

THE MINING JOURNAL.
Railway and Commercial Gazette.

LONDON, NOVEMBER 20, 1847.

We notice, with pleasure, a tolerably wide-spread movement in the mining world, for the erection of a monument to the memory of the late Sir H. DAVY. As a public benefactor, he richly merits such a memorial at our hands. In the ancient world, his statue would be adorned with garlands innumerable, in testimony of the innumerable lives which, by his genius and ingenuity, had been saved to the service of the state. His mortal footsteps are radiant with a light, which will burn on for the illumination and instruction of all the classes, and all the kindreds, of civilised mankind. His were those peaceful conquests—his that silent heroisms—which is seen in the additions it makes to public happiness, and in the enlargement it gives to public knowledge: knowledge, by which the foundations of virtue are strengthened, and the force and direction of the external elements so subjected to the government of a human hand. He was, in every sense, a man, whom the best nations, in their best times, would have been proud to enrol with their most renowned citizens, and to create for them permanent ensigns, and garlands personal. It is not our purpose to bring into review, at this moment, the vigour and the universality of his researches in chemical science; but, certainly, in the few years of his active life, he had done more for the advancement and consolidation of its leading principles, than had been done since the days when BOYLE and CAVENDISH were raised up as pillars of light in the temple of experimental chemistry. This illustrious man, moreover, was something beyond a professional chemist. He had the larger faculty, which enables its possessor to trace and comprehend the general frame of things, from the pebble which helps to floor our garden path up to the forked lightning. He saw, and dwelt upon, with the pleasure known only to a mind constituted like his, the almost infinite links of that golden chain which holds heaven and earth together. He was speculative up to the lights to which reason or analogy will allow a philosopher to soar; and chastened, nevertheless, in every ascending step he took by the lessons of experiment and demonstration. He is known to the mining population of these islands by his happy invention of the safety lamp—a simple, but most efficient, contrivance, which has economised human life in the deep mephitic caverns of these kingdoms to an extent which few would apprehend, and fewer still can calculate. It is to commemorate the high endowments and beneficent life of this great man that the erection of a monumental column is now proposed. It is, in fact, heaping no flowers upon his grave, nor bestowing any gratuitous honours on his posterity and kindred: it is not from any such motive that the public will raise the trophy, or that succeeding generations will honour it. It is rather a slow and inefficient payment of a debt we owe a great public benefactor, and that we teach our children, by his perpetuated example, also to scorn delights and live laborious days—aiming at the acquisition of a character as pure, and of a reputation as wide, as that of the most favoured by Nature, and the most fortunate by circumstances.

The first session of a new Parliament having now commenced, we are naturally led to anticipate some comprehensive measures of legislation to be proposed for the amelioration of the social condition of the people. The first object of the early meeting will, no doubt, be a consideration of the Currency question, introduced by an application from the Government for a bill of indemnity for the recent "suspension" of the Bank Charter Act of 1844, and concluded by a Committee of Inquiry into its operation. We say "concluded;" for we do not imagine that there will be any alteration in the principles of that bill, which has now been proved to be amply sufficient for the legitimate requirements of the country, and which, the Government consider, has placed the currency on "a sound basis." It is evident, that all that was necessary to create a reaction in the monetary and commercial world was confidence—the want of which caused a large amount of capital to be reserved, or locked up in the strong-box of the cautious or timid possessor. The pertinacity with which many insisted that the severe pressure in the money market was solely and entirely owing to the restricted conditions of Sir ROBERT PEEL's Act, tended, of course, to heighten the alarm otherwise existing, and produced impressions upon the public mind, from the air of confidence with which such people circulated their opinions. It would be very easy, however, to trace all the difficulties which now surround the mercantile community to causes entirely distinct. We do not think it necessary to enter, at present, into this question; but we cannot help taking notice of some of the propositions which are suggested to supersede the Currency Bill of 1844. Among the more recent attempts to recommend a modification or repeal of that law is one, which has just appeared, in the form of "A Letter to Sir ROBERT PEEL," by Wm. LECKIE, secretary of the Cobden Mining Association. That gentleman appears to suppose that twenty millions would be the proper limit to allow the Bank of England to issue notes on securities; because, he says, that experience has proved that sum to be the legitimate amount in the hands of the public in ordinary times. But he also expresses his astonishment how any one could imagine, that "the colossal business of the present time could, with impunity, be attempted to be carried on with a circulation not much, if any, greater than that of 1797!" Here, then, he assumes that past experience can afford no criterion for present or future guidance in regulating the amount of notes to be issued by the Bank on securities. Indeed, he goes further, and considers, that the "best plan" would be, "to remove the restrictions altogether from the Bank of England, and to unite the two departments, as formerly, trusting to the publicity of its proceedings, and the integrity and experience of the directors to conduct it with discretion, for the public interest." Now, we shall not for a moment doubt the integrity of the directors, and their perfect disinterestedness of conduct; but we cannot say we are inclined to entrust to their "experience," or "discretion," the exercise of powers and privileges which so materially effect the public interest. Again, Mr. LECKIE contradicts himself; for he subsequently asserts, that "the use of notes has been greatly reduced by the economising expedients brought into play of late years, and especially by the extended prac-

tice of keeping accounts with bankers, by which cheques supersede notes—and which may account for the fact stated, that, though the banking establishments in Scotland have much increased, the aggregate circulation has diminished." We add to this, the increased circulation of what are called "bankers' drafts," and the much greater amount of bills of exchange called into existence by the rapid growth of our commerce. With these greatly additional facilities for transacting business, every one who reflects for a moment must admit, that it is more important than ever to adopt measures for maintaining the convertibility of the bank note, and to provide every possible means of maintaining the national credit on emergencies. The writer we have alluded to has, indeed, unconsciously admitted, that a "general want of confidence prevails, and many persons have adopted the practice of hoarding notes, and the consequent losses and sacrifices of property, for want of a circulating medium, are, perhaps, without a parallel." All this distrust has been produced, therefore, even by his own showing, not by the Bank Charter Act, but by "a general want of confidence," which was created by the industrious circulation of erroneous opinions and observations on the effects of that Bill. Mr. LECKIE remarks, that he does not propose "to discuss the general question of the present embarrassment in all the financial transactions of the country, but to confine them to that Bill, and its effects. No doubt, much of the difficulties now existing have their origin in the great drain of capital for railroads; and, whatever the Bank regulations may be, a high rate of interest will prevail, while the great expenditure on railroads continues." It is evident from this, that the writer would have an unlimited circulation, for the purpose of encouraging every species of speculation—no matter to what extent the excitement of the public mind may be carried, without any consideration for the depreciated value of paper money, which would be the natural consequence. While we cannot accede to his opinions, we are ready to admire his public spirit, and to confess, that his observations are among the most rational made by those who take the same view of the subject. We must postpone any further remarks on the prospects of the ensuing Session to another occasion.

It appears that, during the ensuing session of Parliament, which is now on the eve of its assembling, an Act will be applied for, to enable the Dock Company at Bristol to lease, or convey, to the corporation of that city, all their rights, original or appurtenant, connected with, or incidental to, the dock property of that port. And, also, an application will be made for authority to take such measures for improving the navigation of the Severn, as may seem expedient. For our own humble parts, we shall take great pleasure in seeing the concession made of any new powers to the corporation of Bristol, by which the efficiency of that great port may be promoted, and facilities given for the re-establishment and enlargement of that commerce of which, for a long course of years, it was the residence and homestead. Nevertheless, we should have thought, *a priori*, that a separate company, for the protection and furtherance of these interests, would be a more promising instrument for the attainment of the contemplated ends, than a corporation could be, whose duties are necessarily so mixed and various. Of course, there are other reasons than those which appear on the face of their notice on which they intend to justify their application to the Legislature. The port, itself, enjoys a very high traditional reputation in the commercial annals of this commercial people. Its situation is better than that of the Lancashire leviathan. Its position being more absolutely seaward, and more proximate to the great navigable highway of nations. If the transfer of her shipping docks to new hands, and the consequent infusion of a new administrative energy in respect of them, should at all feather her wing, or strengthen her pinion for a wider and more successful commercial flight, God speed her Parliamentary application say we. Our present hopes, however, take not this direction. If the change should afford additional accommodation for vessels of the north-west coast of Ireland, and for those of the principality of Wales, we hope almost inexhaustible deposits of coals and iron have as yet yielded but a small first fruits, in comparison with what they are yet destined to yield—if the change should accommodate and encourage the shipping and the industry of the districts referred to—then will their new Act of Parliament be a new era in the prosperity and advancement of a great and various interest.

It is with great pleasure that we take an early opportunity of pointing the attention of our readers to two series of papers, inserted in the recent numbers of this Journal—1st, "On the Chemistry of the Metals;" and 2d, "On the Application of Geological Truths to Practical Mining." The general composition of these papers, as might be expected from the parties with whom they originate, is at once clear, concise, and philosophical. The writers have wisely avoided the technical parts, as well as the technical language of the interesting branches of science on which they treat, and have presented the truths they had to state in an agreeable and attractive form. It is much to be desired that instructions, elementary in their nature, and designed for the lay millions of our population, should be freed from that merely professional setting by which the popular mind is rather deterred from, than it is attracted to, the attainment of general knowledge. In this case, the metals are enumerated, their sensible qualities described; their ores, alloys, amalgams, and general preparatory treatment, elucidated; and then their primary combinations more fully considered. The geological papers are rich in practical reasonings as to soils and strata, and supply some highly important directions to those whose business is in the depths which lie considerably below the earth's external crust, and who are appointed to blast her primitive rocks, and trace her secret metallic galleries. The best methods of treating alluvial soils, and the use and importance of the clay deposits, which are so near the surface in almost all the cases where they appear at all, give to these papers a value which a more theoretic, and, perhaps, a more highly scientific, handling of the great subject, would not have conferred upon them. We should be exceedingly happy to see both these series of papers completed, and deposited in some less fugitive form than that they now possess—in a neat small volume, for instance; for, we believe, they would impart to metallic chemistry, and to geological inquiries in general, that interest which the reading public ever feel, when the *rationale* of sciences, comparatively abstruse, are set before them, apart from that complexity and mere professionalism, in which they are too frequently involved and obscured.

GOVERNMENT CONTRACTS FOR COALS.—The Admiralty contracts for coal have been rather extensive lately. On Thursday, the 11th Nov., the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, completed contracts with parties for supplying and delivering into store, at her Majesty's naval yard, at Jamaica, 1300 tons of Welsh coals, fit for the service of her Majesty's steam-vessels. On Thursday last, the 18th inst., the commissioners contracted for the supplying and delivering, at Malta, by the 31st of March, 1848, 6000 tons of coals, for the service of her Majesty's steam-vessels; and on Thursday next, the 25th inst., they will contract for the supplying of 500 tons of Simpson's Pontons, Windsor's Pontons, or Adair's Main coals, at her Majesty's naval yard, at Bermuda, to be sent out immediately. It is stated, that there were several competitors for the contracts. On Wednesday last, the Finance and Home Committee of the East India House closed their contract for 5000 of the under mentioned coals, to be delivered at Bombay:—West Hartley coal, Carr's ditto, Buddle's ditto, Davidson's West Hartley ditto, Stewart's Wall's End steam coal, Hartlepool West Hartley, Glasgow hard splint coal, and Glasgow hard splint coal (screened), and Risca black vein coal (hand picked).

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

Friday last, the 12th, was the day fixed for the Post-office authorities to receive offers for the contracts for coal for the mail steamers. Only about 40 persons were present, and of those full three-fourths were simple spectators. Just before the business of the day was commenced, the Director-General of the Post-office caused a notice to be distributed to the persons present, which set forth, that the conditions laid down for the sifting of the coal, would not be insisted on with respect to that of Cardiff. This gave rise to some conversation between the Post-office authorities and a gentleman who attended to present a letter, containing offers for the contracts—the gentleman representing that, perhaps, had the condition in question been known to the person he represented—M. J. Talabot—he would probably have made a lower offer than he had done, but as this gentleman had no power to take on himself to alter M. Talabot's prices it was determined that no notice should be taken of his observations.

The Director-General then requested, that persons desiring to offer for the supply, forming the first lot of 1200 tons of coal to Calais, should hand in their letters. (It should be observed, that the offers had to be made in sealed letters.) Only one person presented a letter, and, on its being opened, it was found to contain an offer in the name of a M. Payon, or Bayon—I could not exactly catch which—to take the contract for 3 fr. 39 c., the metric quintal of 100 kilogrammes. The offer was declared to be accepted, subject to the approbation of the Minister of Finance. The price is, excluding fractions, 11 fr. 3d. per English ton.

The inquiry for offers for the supply of 600 tons to Bastia and Ajaccio, being the second lot, drew forth a letter from M. Jules Talabot, of the Grand Combe Pits, which contained the price of 4 fr. 30 c. the 100 kils. No other offer being made, the contract was awarded to M. Talabot, subject to the approval of the Minister of Finance. The price is 11 fr. 4s. 4d. per ton.

For the third lot, consisting of 9000 tons to Marseilles, four offers were made—viz.: M. Vincent, at 3 fr. 74 c. the 100 kils.; M. Talabot, 4 fr. 92 c.; Mr. Chapman, of London, 3 fr. 84 c.; and Mr. Jackson, of London, 3 fr. 84 c. M. Vincent, having made the lowest offer, was declared to have obtained the contract, subject, however, to the approval of the Minister. His price is about 11 fr. 9s. 10d. the ton.

For the fourth lot of 3000 tons to Marseilles, M. Talabot was the only person who made an offer. His price was 4 fr. 92 thousandths the 100 kils.—thousandths being a new way of counting invented by M. Talabot himself. Presuming, however, that he meant centimes, his price is about 11 fr. 19s. 3d. the ton. Being the only person who made an offer, he was declared to have obtained the contract, provided the Minister of Finance should make no objection. For the fifth and last lot of 24,400 tons for Malta, Athens, Constantinople, and Alexandria, Mr. Jackson, of London, offered 3 fr. 79 c. the 100 kils.; Mr. Chapman, of London, 4 fr.; M. Talabot, 4 fr. 92 c.; M. Alevy, 4 fr. 68 c., or about 45,700l. for the whole lot; and M. Vincent, 4 fr. 50 c. Mr. Jackson, having made the lowest offer, obtained the contract, subject to the approval of the Minister of Finance. The price is about 11 fr. 10s. 3d. per ton. Thus, then, Englishmen have carried off the most important contracts; but how happens it that they did not get all? If Mr. Jackson can afford to deliver coals at Malta, Athens, Constantinople, and Alexandria, at 37 fr. 90 c. a ton—surely, other Englishmen might have contrived to send coal for less than 34 fr. to Calais, and to underbid M. Talabot and M. Vincent, for the supply of Bastia, Ajaccio, and Marseilles. Our countrymen are not wont to let such golden opportunities escape them for want of looking after; and yet, in this case, they must have been strangely negligent to have allowed such things to occur. It is, perhaps, unnecessary to state, that no alteration whatever of the nature required by the shipowners was made in the conditions of the contract; the contractors, therefore, can employ English, or any other vessels they please.

I fancy M. Talabot must be rather astonished at having been so successful. He evidently did not calculate on success, for he did not even take the trouble to attend, as he generally does. Let us hope that his coal, though rather dear, will burn. The poor Grand Combe pits, however, are not famous for producing coal fit for steamers; and I shall not be surprised to hear, in the course of a few months, that the captains and crew of the mail steamers grow most lustily at M. Talabot and his black diamonds.

Messrs. Davies, of Cardiff, I perceive, are advertising their coals in the Parisian journals. The proceeding is a very wise one on their part. The opening of the Boulogne Railway will greatly facilitate the conveyance of British coal to this country; and I should think it could be brought over at so moderate a rate as to cause it to be largely consumed, provided its qualities were made widely known, which can only be done by advertising. You are aware that, at Rouen, English and Welsh coal has, for years, been used in all the principal manufactories; and there is no doubt whatever that it would also be used in Paris, in preference to native, or even Belgian, coal, if not too dear. This is just the time for our coal-owners to make a bold push, to secure the Parisian market. The Northern Railway Company is taking measures for introducing Belgian coal in large quantities, and at a moderate rate; and it behoves British coalowners to see whether they cannot contrive to place themselves in as favourable a position as the Belgians enjoy. Let them remember, that there is no time to be lost—that if once the Parisians accustom themselves to consume Belgian coal, in preference to British, they may, very probably, continue to do so, notwithstanding the unquestionable superiority of the latter. On referring to the official returns, relative to the consumption of coal in France, full abstracts of which have appeared in the *Mining Journal*, I find that the consumption of coal in the Department of the Seine, in which Paris is situated, was in 1845, 3,917,600 met. quin.—only 14,000 of which came from Great Britain, whilst 2,296,400 came from Belgium, the rest being from the native pits. It is, consequently, very important to prevent the Belgian sale from increasing, and, if possible, to curtail it. Now, I assert, that this can be done, if proper means be taken. The French like our coal, as it answers their purpose admirably. True, they use more of the Belgian coal than they do of British; but, then, they only do so in the departments which border on Belgium; and then, again, British coal finds its way to thirty-eight departments, and to the colonies, whilst that of Belgium only reaches twenty-eight departments. We may, therefore, safely assert, that British coal is preferred in France to that of Belgium. If, then, means can be contrived to bring it to Paris, for something like Belgian prices, can we doubt of its attaining general favour? And let your readers remember that this Department of the Seine is not a market to be despised. It is the busiest in all France; it contains a great number of very important manufactories, which consume great quantities of coal; and it possesses Paris, with a population of upwards of 1,000,000.—Paris, Wednesday.

Belgium.—Orders have just been given by the Russian Government to the Cockerill and Co., of Seraing, for an additional number of iron steamers for the navigation of the Don, the Dnieper, the Volga, and the Dniester. Have no similar orders been sent to England?

By decree of the 24, the Seraing Company is authorised to remove 30 additional metres of coal in the pits of Cor and Pery.

The company of Lorette has received a concession of coal-pits at Fleron, Quen du Bois, and Retinne, near Liege.

The Belgian Government adopts a system which is well worthy of imitation in a commercial country. To every one of its embassies it has, if I may so call them, commercial attachés—that is, practical business men, who are specially charged to collect information, and to study commercial questions. They apply themselves particularly to the means of increasing the consumption of Belgian products in foreign countries; and their exertions in this respect have been very successful. In my next, I will send you a translation from the dispatch of one of these gentlemen, at present in Norway, in which he treats of matters connected with the Belgian iron trade. It will be found not only to contain some interesting information, but will show the extraordinary commercial activity which this little kingdom displays—an activity which begins to render it, in many respects, a formidable rival of Great Britain.

The shareholders of the mines of Barthes have determined to dissolve the concern, which is of no great importance.

A general meeting of the shareholders of the Fonderies of Valenciennes is called for the 14th December, to receive the last payment of the liquidation.

The Russian Government, it appears, has caused steamers to be constructed in this country, as well as in Belgium. Some have already been forwarded to their destination, and others are to be sent.—Brussels, Tuesday.

FOREIGN TRADE OF GREAT BRITAIN.

The following statement exhibits the aggregate amount of British produce and manufactures exported to the principal places abroad with which this country carries on trade, during the years ended the 5th of January, 1846 and 1847:—

	1846.	1847.
East Indies and Ceylon.....	46,708,778	46,434,466
United States of America.....	7,147,953	6,830,469
British North America.....	3,044,235	3,530,614
Mexico, Central and S. America, including Brazil.....	3,440,380	2,916,123
Our West India Colonies.....	2,739,211	2,565,693
Brazil.....	4,931,306	3,749,338
China.....	3,904,827	1,791,439
New South Wales.....	1,301,076	1,441,540
Cuba.....	695,379	844,111
The Mauritius.....	845,052	310,322

THE GOLD AND NATURAL RICHES OF EUROPE.

The present monetary crisis and embarrassments in trade naturally lead to inquiry into the various sources from whence the business riches of Europe are derived. The mineral kingdom of that portion of the earth will be found to be the depot of the supplies which commercial nations receive for carrying on their magnificent and useful operations. Europe contains many rich mines of mercury, without which the mines of gold and silver in other parts of the world could not have been made productive to the extent they have been. With a knowledge of the advantages obtained from that metal, Europe may claim as much fame for the production of gold as Spanish America. A few facts will show that precious metals and diamonds are not so scarce in Europe as many persons might suppose.

The Government of Peru, in Russia, furnishes diamonds. Emeralds are found (and other precious stones), in various parts of Bohemia, Saxony, and at Limoges, in France. Opals exist in the environs of Paris. Garnet, which was, perhaps, the carbuncle of the ancients, is carried by the sands of various rivers in France, and deposited in large quantities. It is collected to be used in various branches of business. Rubies, agates, amethysts, and corallines, are spread over the soil in various parts of Spain. Platina exists in considerable masses in the Oural Mountains, in the Russian Governments of Perm and Orenbourg. The quantity of platina furnished by those mines was such, that in 1815, a short time after the discovery of the mines, the price of metal fell one-third, at St. Petersburg. It is known that, at the present day, the Russians coin money of platina. Gold was formerly found in very large quantities in the Spanish Peninsula, and in Hungary. From the first of those countries, the Phoenicians and the Romans drew the masses of gold, which they circulated in the world. At the present day these mines are nearly all abandoned, except the mines of Adana, near Almaden, in Portugal. They no longer collect particles of gold from the sands of the Tago and the Duero. Gold is found in Bohemia, in Upper Austria, at Gastein, in the environs of Salzburg, in Transylvania, where the rivers, especially the Arago, drift down pellets of gold. In Hungary, where Mount Pomer carries pure gold, and Chemnitz gold mixed with silver. In all these mines some have lost their riches, others have been abandoned, or worked out. To make up for this falling off, Russia is enriched by the recent discovery of new mines of gold, and golden streams, the importance of which increases daily. The Governments of Perm and Orenbourg, in addition to platina, produce annually about 6000 kils. of gold. The mines of Brazil, at the period of their greatest prosperity, never gave so much. From 1817 to 1820, they never gave more than 600 kils., and all the mines of Spanish America, including Mexico, did not yield more, before the period of the revolution, than 11,000 kils. In the Russian mines of Taboro-Alexander, amongst several large pieces of pure gold, one was found weighing 25 lbs. Silver is found in all the gold mines of Bohemia, Hungary, Transylvania, and Galicia. Friedberg, in Saxony, is remarkable for a very rich mine. The French mines of Poulvaon (department of Miniere), and that of Guadalupe, in Spain, may be added. The Austrian Empire, the Spanish Monarchy, and the Kingdom of Bavaria, possess rich mines of mercury. The first are in the Carstine, and Istria; the second, La Almaden; the third, the thalweg in the circle of the Rhine. In the mines of Cornwall, America, Cumberland, also in Ireland, great quantities of copper are produced. Saxony, Silesia, the Prussian Monarchy, Sweden (the mines of Dalecarlia), Norway, the Departments of the Rhone, the Basins Pyrenees (in France), all produce copper. Tin abounds in Cornwall and Devon. The Kingdom of Saxony and Bohemia are largely supplied with that metal. Iron is found in greater quantities in England, than in any other part of the world. In the principality of Wales, the Empire of Russia, and York, it is most abundant. Scotland possesses important mines; in short, the working of iron is the foundation of commerce, which extends over the world, and gives employment to the industrious population of all countries. A mine of leadstone (magnet), is worked in Andalusia. Lead is not less abundant than iron in the countries of England—it may be included in the commercial riches of the country. The English export to different parts of Europe, and nearly all the regions of the world, pit coal. By means of steam-engines they work their coal mines, and not only produce iron and coal, but in the exportation of those articles establish a nursery for British commerce. The countries of Europe most rich in coal, after England, are France, Belgium, Prussia, Austria, and Bohemia. The salt works in Galicia, described as one of the wonders of nature, are not the only mines in that country. All along the chain of the Karpathen Mountains, on the northern side, salt waters and fossil salts are found in abundance. Transylvania, Eastern Hungary, Austria, the Tyrol, Venice, Dalmatia, and Istria, also furnish salt for the purposes of agriculture and domestic consumption. The Russian Empire might be said to have the advantage of the Austrian Monarchy in the article of salt. The Empire of Russia is well supplied with it as Perm, Saratov, and Taurida, and Astracan. In the last-mentioned countries salt is found in the ponds or salt lakes. France is not so fortunate in that article, she receives salt from some of her departments, and from Spain, Portugal, Germany, and the two Sicilies.

The above statistics furnish a concise view (*coup d'oeil*), of the sources from whence a large portion of the precious metals are derived. Those who have not paid attention to the amount of gold in circulation may pursue the subject and judge of the facilities acquired by the Empire of Russia to obtain riches from his newly-discovered mines, which, being thrown into circulation, may produce an important effect in the monetary transactions and finances of Europe.

THE PROJECTED SHIP CANAL ACROSS THE ISTHMUS OF TEHUANTEPEC, TO UNITE THE ATLANTIC AND PACIFIC.—The union of the Pacific with the Atlantic, by means of a ship canal across the Isthmus of Tehuantepec, is now one of the main projects of consideration by the American Government; and, in the proposed treaty of peace with Mexico, it is made a particular stipulation—indeed, a peremptory proviso—that a strip of land, of six miles broad, so as to connect the rivers Huasteco, Chicapa, and Tehuantepec, shall be ceded to the United States, on which condition only the parts of Vera Cruz and Tampico will be restored to the Mexican Government. This canal is to be free for the purposes of commerce. We have, on various occasions, alluded to the different projects, or plans, of various engineers and parties, to achieve this grand undertaking, which will be so beneficial to the commerce of the world at large, but particularly Great Britain, with her Australian Colonies, New Zealand, and even India and China, and the vast development it will give to mining enterprise in Chili, Peru, and the whole of the southern hemisphere. Mr. G. W. Dallas, the Vice-President of the United States, from the official reports he has received, respecting the practicability of this gigantic undertaking, intends bringing the subject before Congress, and as the difficulties, which were once considered as insurmountable, are proved to be easily overcome, there is little doubt that it will be successfully accomplished; for if the Mexicans should attempt to oppose it, their resistance would be in vain, as the Americans are strongly in possession of that portion of the republic. The cost of this canal, for 32-gun frigates, is estimated not to exceed \$15,000,000 to \$20,000,000 (about 4,000,000 sterling), and if they form only a canal capable of floating vessels of 400 tons burthen, the amount would not exceed \$10,000,000. The Vice-President suggests the construction of two free ports in the Huasteco and Bocabarra to the termini of a railroad running across the Isthmus; and that, after the restoration of peace, the United States should vote a sum of \$5,000,000 a year, for five years, to accomplish this grand maritime facility to the ships of all nations, passing from the Atlantic to the Pacific, and vice versa.

THE IRON TRADE OF PENNSYLVANIA, &c.—In 1765, there were shipped from Philadelphia, 822 tons of bar-iron, at 26d. per ton, and 813 tons of pig-iron, at 7d. 10s.—while the mere increase of the production of this metal in the Valley of the Schuylkill alone, during the last 18 months, exceeds the entire production of all the furnaces of Great Britain 90 years ago!—such, at least, is the statement given by the president of the Schuylkill Navigation Company, in his report of the 4th May. By a report, prepared by order of the Secretary of the Treasury, in obedience to a resolution of Congress in 1812, we learn that the aggregate number of furnaces in Pennsylvania, and of their yearly product in 1810, was thus:—44 blast and 6 air-furnaces, producing 26,878 tons, valued at \$1,201,343. The number of furnaces in all other states, from Maine to Tennessee, at the same time, was 44 blast and 26 air, producing 27,030 tons, value \$1,679,984. At the present, one-half of the iron produced in the Union is made in Pennsylvania. The discovery six years since, of the method of using anthracite coal in the reduction of iron ore, was the event that completed the full exhibition of the mineral wealth of that state. In order to show the vast expenditure in furnishing facilities for bringing the iron and coal of the mountains to the seaboard, there are already completed 118 miles of railroad, and 592 miles of canals, at a cost of \$21,332,000, which, with unfinished improvements, make a total value of about \$30,000,000; add to this, also, the cost of improvements constructed by private enterprise, and the whole will amount to \$80,000,000. At a convention, held by the Coal and Iron Association in Philadelphia, January 9, it was stated by the committee, that there were in work 32 rolling-mills and nail factories, also 54 forges, making an aggregate (inclusive of the old furnaces of 1842) of 316 furnaces, producing 368,056 tons, being an increase of old and new furnaces of 216,171 tons since 1842. Since that period there have been erected, and are now in blast, in 1847, in Pennsylvania, 41 anthracite furnaces, producing annually 125,000 tons.—*Lake Superior News.*

LEAD AND COPPER TRADES OF THE UPPER MISSISSIPPI.—The shipment of lead from Galena for the last six years has been as follows:—1841, 463,400 pigs; 1842, 473,799 pigs; 1843, 584,181 pigs; 1844, 634,601 pigs; 1845, 778,500 pigs; 1846, 672,490 pigs. The greatest amount of lead shipped in any one year was in 1845, being 54,495,000 lbs., which, at the average value in New York, would be worth \$2,245,194.—The shipment of copper from the Upper Mississippi was, in 1843, 95,000 lbs.; 1844, 66,000 lbs. In 1845, amount not known, but had, undoubtedly, largely increased.—*Lake Superior News.*

Original Correspondence.

MINING IN CORNWALL.

In landing at St. Ives, you proceed north-west on the St. Just Road, within two or three miles bordering on the cliff, about 18 miles to St. Just, through the mining district, on the north-west side of this peninsula. The road throughout is on the granite; and this peninsula generally may be considered granite, although there is bordering on it to the south, partial patches of primitive clay-slate, and a very considerable quantity of the latter opposite the Mount's Bay, and all the way through the hollow, or flat ground, to St. Ives, which I will, by-and-bye, notice. There is nothing that I am aware of being found worth working on the south coast, till you reach the north-west side of the Lizard point, from whence to St. Ives may be considered what is generally termed the western mining district of Cornwall, which lies, for a great part of its length, through the primitive clay-slate, overlaying the granite. The clay-slate, it would appear, from its vertical position with the granite, might be considered as dipping with it for the priority; but, in others, the granite has evidently shown its great strength and longer standing; still I think the granite does not underlie the slate, at most, more than one in three—calling the average, one in two, will be quite enough.

I should here observe, that the great and rich copper mines have been worked in the clay-slate bordering on the granite; and that the richest tin mines have been found close bordering on the clay-slate in the granite—bearing strong evidence of the decomposed parts of both formations having great influences in generating the minerals held in solution, as well as the opening of the veins, to make way for their deposit. The principal mines are—St. Ives Consols, Rosewall Hill, and Balcloon, these mines are near St. Ives; further to the west are—Ding Dong, Wheal Malkin, Boscawell Downs, Spear Moor, Levant, Botallack, Wheal Olda, Wheal Cornwall, and several others. Notice will only be taken of a few of them, and the particulars connected with parties working them. Rosewall Hill Mine has been worked nearly 200 fms. deep on a regular vein, underlying to the north about 10° or 15° from perpendicular, throwing out large pipes in the hanging wallside, called carbonas, on an angle of 20° or 30° from the vein, and, in some instances, making very rich ground for a distance of 30 fms. from the vein, in places 20 fms. long, and 20 or 30 ft. thick. Without any apparent cause, the line appears to be formed into certain component parts of the rock, which seems to have changed its original nature to receive it. These curious formations are more difficult to account for than anything I have seen in mining; still I may venture a trial at some future day. I believe this is the general character of the mines near St. Ives. I might mention that these, like other mines, are extremely easily watered, as, in many instances, they are obliged to carry water to the bottom of the mine for the purpose of boring the rock. Levant Mine has been worked extensively, and has been extremely rich in copper in the clay-slate bordering on, and very near to, the granite, with a fine channel of elvans running through it. This mine, without any expensive machinery, has yielded, within the last 30 years, a profit which, I will assume, to be equal to 200,000l.; on the smallest imaginable capital, certainly less than 5000l. Botallack Mine has been at work for the last 50 years—almost all the time giving handsome profits to the adventurers. This mine is worked 150 or 200 fms. deep; and, to some extent in length, the western workings are, for some distance, under the roughest sea in the world, which has, twice or three times, broken into the mines, between high and low water; but the nature of the rock is such, as to enable its being effectually shut off, and little more has been heard of it. It was in this mine, when drained by an 18-in. cylinder steam-engine, 4 ft. stroke, 150 fms. deep, I heard men talking of rivers of water in this and the other level—whilst the pitmen carried a bucket in each pocket, about 3½ inches diameter, both not weighing more than 14 lbs. All this was certainly amusing, particularly so, when, only a few miles from them, they might have seen 19-in. buckets, weighing full 500 lbs. each; but the miners, and even those above them, I found to be rather touched not with a little conceit. They know their own mode of mining well, I have no doubt; and can spend the ground of that country, where pickers and prokers are required, in a surprising manner. They will cut a hard slicking of tin, or hulk (as they call it), only half an inch wide, for 18 in. before the rock, with such tools, and can bore and blast well, and, as tinners, are second to none for such ground; but, when you go further east in the primitive clay-slate and schistose, the tools are very different, and properly so, where are to be found the best men I ever saw for pick and gad, as it is called; they are, as well as good workmen, the most intelligent I ever saw as working men. The eastern mines I may say something about at a future day. I will, therefore, for the present, confine myself to the peninsula, and the flat ground between the Mount's Bay and Hayle, and say that the north-west coast from St. Ives to the Lizard point, appears to me as a district quite in its infancy, when a small capital, with the skill which that country possesses, would develop its mineral resources. There is yet but little of it discovered, or the minerals taken away; and, from its contiguity with the cliffs, from 50 to 70 fms. high, might, with care, be searched, and put into a profitable state of operation with the smallest imaginable capital. I only hope this may be a hint to miners to search in the manner I have mentioned.

Having got so far, I return to the flat ground, between the Mount's Bay and Hayle. The ground, geologically speaking, possesses all the advantages of the best mining district in Cornwall. It has the granite to the west, underlying the schistose and clay-slate to the east. It has also the great channel of iron elvans running through it, commencing to the north of Penzance, running through Gulval, Ludgvan, St. Eri, Phillick, Gwinear, Camborne, Pool, Redruth, into the Chacewater Mines, on or adjoining which are situated the rich mines running from Chacewater, west through Treskerley, North Downs, and several others to the east of Redruth.

To the west are the Pool Mines, east and west, and, I might say, North Roskear, with several others westward to Herland Mines, in the parish of Gwinear, and Wheal Alfred, in the parish of Phillack, also West Wheal Alfred; but here the lode has separated a great way from the iron elvans, and is at too great a distance from it, or the granite, to possess all the advantages I contemplate generally from the flat ground between the Mount's Bay and Hayle. In the flat ground the trials already made are slight, unskilful, and cowardly. It is astonishing to me, that people run from home in search of new things, when, if they spend all their life, they can find nothing possessing the groundwork for rich mines, or other indications in mining, to surpass this I have mentioned. I am now speaking from analogy, having possessed myself with a little information on the Gwennap district, the greatest mining one I ever saw. If any hint that may fall from me should be of the least service to any one, I shall feel myself amply repaid for the loss of time devoted in writing this letter. I cannot, with justice to the country, quit this place without mentioning St. Michael's Mount, which is one of the greatest beauties in Nature—an island of granite at half tide, and a peninsula at low water. This is certainly the most astonishing thing to contemplate I ever saw, both for the naturalist and geologist. I have seen heaves, fractures, dislocations, and faults, or by any other name they may be called. I have seen a fault in the coal measures, seven miles from north to south, bringing up the eastern side nearly 1000 feet; but this appeared to me a trifle, compared with the deliverance of the mount from the interior of the globe, which, I think, must have risen 2000 feet through the primitive clay slate, besides its own height, nearly 300 feet—together, 2300 feet. The base must be very great, and the rising of the part to be seen is only a trifle of the suffering of the globe, compared with what, as we may fairly presume, is below the surface. I can imagine the earth in labour—the frequent struggles—the power of steam or gas, either generated from the same cause, fire and water, by which it was raised, balancing its load—the awful and frightful explosions, which gave it deliverance, bringing on its majestic head and shoulders fragments of the rock through which it had been reluctantly compelled to force its way, bearing evidence of the difficulty of its birth. In contemplating this—the weight of the island being at least one thousand million of tons, lifted 2300 feet, whilst double that weight of clay slate must have been lifted a given height, and the difficulty of the passage through the clay slate, the power required under such circumstances, and in such case of emergency, must be frightful—I can fancy, at the final struggle, the explosion—the whole globe giving way to accomplish its object, as a vessel would do on the discharge of a broadside, and its vibration being felt all over the globe; as well as the great dust kicked up in the neighbourhood, and the clothes that must have required brushing after its subsidence, if clothes at that time existed. I attribute the beautiful Mount's Bay, which gives the effect to the mount, to the eruption and ex-

plowing; the breaking up of the clay-slate, giving the sea the power of removing the broken fragments—thus forming the beautiful bay as we now see it.—A TRAVELLER: November 16.

MINING IN CARDIGANSHIRE.

SIR.—This county lays to the south of Merionethshire, and was originally extensively worked by Sir Hugh Middleton and others, carrying on lead smelting and refining, with an establishment for coining, at Aberystwith. The mines of this county, it would appear, are in three channels of ground, running about 10° or 15° east of south, and west of north, true meridian, and are distant from each other from two to three miles, laying on the western side of the Flynlemon chain of mountains. In descending on the western side of this mountain, the upper eastern run or channel is crossed on the road leading from Llanidolas to Aberystwith, about four miles down from the summit. In this channel are found several small mines to the north, running as far as Machynlleth, including Dyffwgm, Esgargalad, and others. To the south of the road is Nantyceria and Cwmystwith, of which more will hereafter be said. The next channel is about three miles further down the hill, crossing the road about a mile to the west of Popterwyd, in which are several small mines to the north, nearly the whole of them turning out bad; a few small mines to the south have also been worked as far as the River Rhydol without success, still the great mine of Frongoch is found in the same run or line of bearing, extending to the south through Logylas, Glogfach, and Glogfawr, to Esgarmwyn; these mines have been very productive, some in part workings, and others at present in work, of which more will hereafter be said. About three miles further west, and down the hill, comes in Goginan, Bwlchewmerin, Penycfein, Darren, and others, rich in silver. To the south are a lot of small mines, including Llwynmalus and others, south to Llanfair, which is about 40 miles south from Machynlleth; all this run of mines yields lead, producing silver peculiar to this channel, varying in quality in the different mines from 14 ozs. to 80 ozs. in the ton of lead. This western channel, nearly at the foot of the hill, appears to be the channel containing the most silver; here I am ready to admit, that electricity may have had a great deal to do with the formation of the ground, the cross and oblique lodes, slides, or flookans, and, to a certain extent, with the formation of minerals. It might be here observed, that all the fractures from north to south appear to keep within 25° east of north and west of south, true meridian, the variation of the needle, as will appear from observations made in England in 1580, when the needle stood 11° 15' east of north, and in 1657 it stood north and south, true meridian, and in 1818 it stood 24½° west of north, being its maximum west, and in 1830 at 24°, and at present about 22½°, showing a variation from 1580 to 1818 about 9° per annum to the west; and, from this time, a similar variation may be looked for to the east, till it reaches 24° or 25° to the east of north, requiring 300 years to reach its maximum again to the east. There is, perhaps, no primitive clay slate in the kingdom bearing such strong evidence of its formation regarding minerals, being influenced in a north and south direction to the extent that this is. I shall merely say a few words, at present, explanatory of my views of the mines in the foot of the mountain, or the further or western channel being richer for silver than the other mines to the east further up the hill; this I attribute to the greater quantity of heat being discharged, and for a longer time through the fissures or veins, either reducing the ore after it had been formed, or meeting the mineral held in solution, thereby sending the lead off in vapour, and allowing the silver to deposit itself in the smaller quantity of lead. The evidence of much heat is apparent in Llanfair, yielding 80 ozs. silver in the ton of lead—so that it will appear the richest mines for silver will have lost the most lead, either by its not being deposited in the vein, or by being diminished after being so deposited, in either case from heat being discharged through the vein—therefore, showing that the greatest profits are not to be looked for from mines richest in silver. I will now give a few particulars regarding a few of the mines at work. Esgargalad, situate a little to the south of Machynlleth, has been occasionally at work for 25 years, and has been sunk about 50 fms.; and, it is said, has sometimes made some profit. Dyffwgm has been at work the last 15 or 18 years, and has been abandoned by two companies, with serious loss to the former, and something considerable by the latter. Esgarhen and Talybout, the former on the eastern channel, the latter the middle one, have been at work for 12 or 15 years; and, up to this time, nothing has been discovered worth working, and the loss to the adventurers has been great, whilst high royalties have been paid.

Ergloyd, and a London company's mine, to the north of it, on the middle channel, has been some years at work, and have made some trifling returns, and have incurred heavy losses to the adventurers, without scarcely a chance of their ever being worth anything. Penycfein Mine, on the western channel, has been worked 30 fms. deep, and, to some extent, yielding silver-lead—a great deal mixed with some nameless substance, as black as the devil—and, from its ugliness and determination not to come out of it, I will call it "black devil," although it has been entreated by prayer and fasting, and it has been ordered by men of skill and learning, still it refuses to leave its hiding-place, till put to the smelter's fire—therefore, the smelter is supposed to buy this ore cheap, compared with the assay; perhaps, this may not be the case, as no doubt it is proportionably stubborn in smelting as it is in dressing. Suppose the manager, who is extremely skilful in other respects, were to try a gentle fire, and smoke out the devil, before pulling the stuff to the crushing-mill. This is one of the most skilfully-managed mines in Cardiganshire. There is only one known company of adventurers—whilst, in reality, there are two; one making the sinkings, and doing other dead work, as though it had been done by magic, and are no more heard of; whilst the other remains, and reaps the benefit, by taking away the ore so sunk for, &c., &c. This mode of management has made much in favour of the known adventurers; and I should recommend other adventurers employing such person. If such mode of management can be so effectually carried out in other mines by him, it will be found cheap almost at any price. There are several small mines in this neighbourhood, on the western channel, including Goginan. This mine is rich in both lead and silver, worked for 100 fms. long on the junction of two lodes, running together for the length named to 110 fms. deep, making good profits for many years past—say, 6000l. per annum, on an average, for 10 years—but the last year's profit was much above the average. Penrhyn Mine, on the middle channel, has been worked for some years at a loss. Frongoch Mine, on the middle channel, has been worked 40 fms. long on the junction of two lodes 70 or 80 fms. deep, yielding great quantities of ore, with a small quantity of silver, making good profits for many years past. Nantyceria Mine, on the eastern channel, has been worked 20 to 30 fms. deep, yielding fine lead ore, a great quantity of black jack, and the ore of zinc, which, in the hands of capitalists, at fair royalties, might have been a good mine; but in this county the Crown property has been let from hand to hand—each, having a pinch and slice, having destroyed the mine for any adventures. It is a pity that Government should not look into the Crown property, and set these matters right. Cwmystwith, to the south, on the eastern channel, has been a rich mine for many years; but must, at no very distant period, come to an end, unless an expensive sinking and driving be undertaken to find the lode below the great slide, running nearly parallel with the lode. To make this trial, is what no company of adventurers are justified in doing at the existing high rate of royalty, which is said to be one-seventh.

Logylas, to the west, on the middle channel, is worked for 150 fms. or 200 fms. in length, and 100 fms. deep, on the junction of several lodes, yielding great returns and profits. Esgarmwyn, south from Logylas, on the middle channel, has been extensively worked in former days, supposed to have yielded very productive and profitable returns. This mine is about being set to work again, and I wish them success; this mine is also in the Crown property. Llwynmalus Mine, on the western channel, yields silver, lead, and promises to be a good mine—is under the management of a committee, who, anxious to save expense, pick up practical gratis advice from those to be found ready to give it—so that, in all probability, one may advise one thing, and another the reverse, which may, by-and-bye, become conflicting, and money and time may be spent, without making any headway. Llanfair Mine is rich for silver, but lead in the vein is rather scarce; although good returns have been made for many years, more than all has been swallowed up in cost. This mine is not well situated; it pays high royalty—whilst the adventurer has, for years, gone to his pocket to pay it, in addition to a heavy outlay of capital; and what to me appears most glaring, is the payment of sleeping rent, demanded by the lord. No man acquainted with mining, surely, will ever submit to a claim so unfair, so unjust, so selfish, and, above all, so injurious to mining, from which the lord himself is ultimately the greatest sufferer. It is a great pity, for the general good, that lords do not employ proper persons as agents to their

mining property, to fix royalties fair between lord and adventurer. I have not the slightest interest in what I am writing about; but, seeing a source of such invaluable wealth to the nation, to the people, and to none more so than the lord himself, so shamefully mismanaged, compels me to speak thus plain. The strength and wealth of the nation lays in its population; and, seeing that manufacturing is leaving the country, or diminishing, whilst the population are increasing, calls aloud for some new source of employment, and the encouragement of sources now in existence; and in what can it be looked for more legitimate, so far as it goes, than in mining; and it is my opinion, that the day is not far distant, when the majority of the country will think as I do in this respect—but, like other matters, I fear we shall not have the required change in mining, till it can no longer be done without; and the longer that lords are blind to their own interest, the sooner the required change must take place—my only object being for the general good of mankind, must plead my excuse for thus speaking so plain.

Nov. 17.

A TRAVELLER.

COMMUNICATION BETWEEN GUARDS AND ENGINE-DRIVERS.

SIR.—Observing in your last Journal an account of an experiment lately tried on the Brighton and Chichester Railway, by Messrs. Brett and Little, of a plan for communicating between guards and engine-drivers, very similar to one proposed by me some months since, I think, in justice to myself, I should send you a copy of the communication made by me to the meeting of Mechanical Engineers, at Birmingham, which was held on the 27th ult., and particularly as your report of the meeting contained no mention of it. The first account I saw of Messrs. Brett and Little's experiment, or even proposal, appeared some days after my paper had been reported in two journals, the only difference between their invention (so called) and my own, being in the use of their alarm instead of the whistle, as proposed by me. I do not say that Messrs. Brett and Little took their idea from me; but it seems singular that so much as the subject has been discussed of late, that no account of their plan should have appeared until after mine was made known. The using of the side chains to complete the circuit is one of the principal features in the plan. My drawing was shown, within a week or fortnight after the bishop's flight, to many engineers, including Messrs. Robert Stephenson, W. Cubitt, J. Cubitt, Locke, Bidder, Sherrard, Brunel, Gooch, Samuel, as also to the Electric Telegraph Company, the directors of the Great Northern, North Western, and Eastern Counties lines, all of whom, more or less, thought favourably of the plan, except, indeed, the Telegraph Company, whose director, Mr. Cooke, thought it extremely difficult, and next to impossible; but said, when speaking of its originality, that he did not know whether the plan was not contained in his patent of 1842, which blissful ignorance was enlightened by my assertion (having read the specification from beginning to end); as also by Mr. Hutcher's, who was present at the time. Both Mr. Stephenson and Mr. Bidder, on several occasions, assured me my plan should be tried by the company, and, on as many occasions, Mr. Cooke assured me that it would not; which latter determination I communicated to Mr. Bidder, who, for the last time, informed me, that it was agreed at the general meeting that it should be tried. Upon again seeing Mr. Cooke, he replied—"Indeed, it is not the intention of the company to try your plan." I then saw that these contradictory assurances could be reconciled only on the supposition that it was the intention of the company to try some plan, which Mr. Stephenson and Mr. Bidder thought was mine, but which Mr. Cooke meant to be his. Even on this occasion, however, he said, I had better let the matter stand over until after August, as he was going grouse shooting, and he would bring it before the meeting in September. I let the whole of September pass, and wrote in October, when I was informed, that the secretary had directions to communicate with me; waiting a few days, I received a note, containing the following cool sentence:—"I am desired to state, that they (i. e., directors) are much obliged by your offer to communicate your invention to them, but they have a plan of their own, which they think would meet the requirements of the case—signed, W. Hanson, secretary." What that plan is remains to be seen, but I do not think it difficult to guess.

My drawing, shown to Mr. Cooke, gave the alarm by breaking contact (I must have shown it one way or the other); but my first sketch gave it when contact was made—Mr. Cooke's plan, I expect, will be this. Both plans have advantages; but I think the breaking system the best, as it would give notice of an accident, such as breaking of the side chains, and, consequently of the coupling before, as also of the separation of the train. The principal objection to this plan is, the supposed necessity of joining the side chains of the last carriage; but this may be easily remedied by a plan I have devised, which makes the very circumstance of the last carriage being the last, and the drawbar, consequently, having no tension upon it, conducive to the desired end, by allowing contact to be made there, and there only. This involves other objections, which, however, can be readily overcome, but which I cannot now discuss—one minute's inspection of a drawing doing better than an hour's description.

I think it right that the Electric Telegraph Company's treatment of me should be known, as it may serve as a warning to other young and moneyless inventors, not to communicate any of their plans to the same body. It must be remembered, that they supposed it was my intention to patent my invention. Of course, after making it public, if it contains anything good, I cannot wonder at its being caught at by those having the means and opportunity of bringing it forward. All an inventor can possibly expect is such a case is that those parties to whom he was the first to apply, should, in the event of their adopting his invention, entrust him with the management. This is infinitely more than can be expected, in most cases; but is not so impossible, or unreasonable, in this.

I append a copy of my communication to the Birmingham Institution, which was read at the meeting, and am happy to find, from the secretary, that it was very favourably received:—"My plan for communicating between the passengers, guards, and engine-drivers, of railway trains, consists in setting going a whistle on the engine, either by making, or breaking, contact in a metallic circuit, passing from end to end of the train; this circuit being partly formed by the connecting side chains of the carriages, or, should any difficulties be found in making the chains conduct the current freely, by wire-ropes substituted for them. This plan appears to possess two great advantages—viz., the alarm itself being a whistle, and, therefore, effective and certain by night or day; and the fact of there being no additional joint to form between the carriages—those now made being sufficient—the present frequent breakage of the chains would make the adoption of wire-ropes more advantageous. The battery is intended to be placed on the engine, being a sand battery, and, therefore, one requiring very little trouble. The principle, upon which my plan depends, is that of soft iron becoming magnetic, whenever a current passes through it. The whistle would continue blowing until stopped by the engine-driver himself, as the electricity merely serves to set free a spring fastened to it. An examination of the drawing will show how it is accomplished—the piece of iron, marked a, when demagnetised, allowing the springs, marked b and c, to come into play. It will also appear, that it was intended to allow of its being worked by any passenger, which liberty I do not think so likely to be abused as many persons do; it, however, might be in command of the guards only. The drawing also shows a plan for throwing out a white disc from the side of the carriage, by the same motion of the hand required to set go the whistle, in order that the guards might immediately ascertain in which carriage and compartment the alarm proceeded from; but this being, perhaps, unnecessary, and involving additional expense, I do not think it expedient to recommend. The metal circuit is completed, by insulated wires passing underneath, or along the top of the carriages."

I may just add to this, that I propose galvanising the chains, instead of having them painted, in case the rust was found to prevent their conducting; and, also, that the objection to the making the alarm, when breaking contact, by reason of the constant action of the battery, I consider to be one of minor importance.—EDWARD E. ALLEN: Argyle-street, Nov. 16.

P.S. Since writing the above, I have called upon Messrs. Brett and Little, and find they consider themselves entitled to the plan referred to above, on the ground that their patent of Feb. last was for every application of some certain principle (what principle I could not learn) contained therein. The abstract of their specification, however, contains not a single word relating to this subject.—E. E. A.: Nov. 18.

GEOLOGY.—DR. MURRAY.

SIR.—If convenient to Dr. Murray, a great number of the readers of your valuable Journal would be glad to receive oftener his valuable documents on geology, as they would be the means of laying before the public a rich treat of scientific research and observation, which may, if not assisted by your valuable Journal, dwell in some degree in oblivion.—A READER OF YOUR JOURNAL: Dudley, Nov. 16.

ON THE COMPRESSED-AIR LOCOMOTIVE.

SIR.—As you dedicate part of your valuable Journal to a consideration of the different methods of applying the atmospheric air as a motive power to railways, and as you are of the few who seem disposed to regard without prejudice the use of compressed-air locomotives, I think that the following communication may not be unacceptable to you:—In Berlin, is published a Quarterly Journal, dedicated to pure and applied mathematics, edited by Crelle, and going by his name; this Journal and its Editor have the highest reputation throughout Europe. In each of the four quarterly parts for 1846, is a continued essay, by the Editor, on the "Different Methods of using Atmospheric Air, as a Motive Power, on Railways."

In this essay, which is of a most elaborate and detailed kind, he compares the cost of five different systems. These systems are—1. That of Messrs. Clegg and Samuda.—2. The same; but with the air compressed into the tube behind the piston, instead of being rarified in front of it.—3. That of a tube, with the longitudinal slit closed air-tight by a loose covering of caoutchouc, or other suitable material, which covering is pressed down by the driving-wheel of the carriage, and pressed up by a wheel attached to the piston, by which means, therefore, as the piston is moved forward by air forced in behind it, the motion of the piston is communicated to the carriage.—4. That of a tube and valve, as in the common system, without the piston; but the cylinders of a locomotive are connected with a hollow arm, which passes under the longitudinal valve like the connecting arm in the first system; and then, as air is compressed into the tube, it enters the locomotive cylinders, communicates a reciprocating action to them, and propels the carriage.—5. This is simply the compressed-air locomotive.—M. Crelle supposes each of these systems to be applied to the Berlin and Potsdam Railway, which is 16½ miles long; and the following is the conclusion he arrives at, with regard to the cost of each, compared to that of the steam locomotive system. The signs + and —, signify increase or decrease of expenditure; and the prices are in francs:—

	COST OF CONSTRUCTION.	ANNUAL EXPENSE.
	[Differ from that of the Steam Locomotive System.]	
System 1	+ 1,416,562 francs	+ 75,544 francs.
" 2	+ 1,711,312 "	+ 35,797 "
" 3	+ 3,125,313 "	+ 49,937 "
" 4	+ 1,655,550 "	+ 307,800 "
" 5	— 285,600 "	— 54,150 "

He arrives, therefore, at the conclusion, that the compressed-air locomotive system is the only one which costs less than the steam locomotive system now in use. He next proceeds to compare their relative advantages in other respects. I give his conclusion in a translation of his own words:—"The final consequence of what precedes is, that the system No. 5 of air locomotives is inferior to the other four in but a few insignificant points, and in none to the ordinary steam locomotive system—while it has so many and such decided points of superiority to all the other systems (the common steam locomotive system included), that, in my opinion, we cannot deny it the merit of being superior to every system which has been hitherto considered. I should point it out particularly as the system (perhaps, with the assistance of No. 2, for long and steep inclines), which will render railroads generally practicable, without enormous expense—while, at the same time, we must confess, that the atmospheric system, properly so called, will always be far from attaining this end. We arrive at this conclusion, that we ought to advise that the praiseworthy efforts now making to perfect railroads, should not be directed exclusively to the atmospheric system, properly so called; but that, on the contrary, we should do much better to occupy ourselves zealously in carrying into execution and perfecting the system No. 5 of compressed-air locomotives. The cost of trials will be inferior to that of the atmospheric system—for it will not be necessary to construct a new railroad, destined exclusively for such trials, but every existing railroad could be fitted for it; and the steam locomotives might even be changed into air locomotives!" Should any of your readers feel any more interest in M. Crelle's article, I may inform them, that it is written in French, and that they may get it through any foreign bookseller.—H. D.: Lincoln's-Inn, Nov. 16.

ADCOCK'S SPRAY PUMP.

SIR.—I am apprehensive that your correspondent, Mr. William Radley, Ch. E., is entirely ignorant of the subjects on which he has written, or that he has allowed his anger to overcome his judgment. If he knows anything of the steam-engine, he must be aware that, in my having given the relations of power to effect, in the *Mining Journal* of Nov. 6, I have answered his questions. I have there shown, that a certain body of water was raised to a given height by a definite amount of steam-power; and, from such statements, any practical man may deduce what quantities of coal would be, or ought to be, consumed. I, Sir, in my communications to your Journal, shall confine my observations strictly to the spray-pump. London, Nov. 17.

ERRATUM.—There is an important typographical omission in my communication to your Journal, inserted last week. At present it states, that "the blast piston had to descend 78-100—78 of the length of its stroke, before the outlet valve opened." It should have been, "descend to 78-100—78." For the blast piston did not descend, as now it appears, rather more than three-fourths of the length of its stroke, before the outlet valve opened, but 22, or nearly one-fourth only.—HENRY ADCOCK: Nov. 18.

THE SPRAY PUMP.

SIR.—In reference to the spray pump, I beg to inquire, what is the object, and what will be the effect, of expanding the area of the upcast pipes, as they approach the surface, in order to "reduce the velocity of the effluent current?"—DAVID MUSHET: Coleford, Nov. 15.

THE LOTHBROKE IRON-WORKS.

SIR.—I perceive a person, signing himself "Wm. Radley, Ch. E.," has dated a letter in your Journal from my iron-works, "the Lothbroke Works"—I beg to state it is without my authority; as he is not in my employ, nor has he ever slept a single night at these works. To prevent any mistakes, therefore, by the public, I beg you to insert this notice.—T. BUCKLER LETHBRIDGE, Bart.: Sandhill Park, Taunton, Nov. 17.

MR. RADLEY—THE PROTH MACHINE.

SIR.—In reply to the sudden, vehement, and most jack-in-the-box-like outbreak of Mr. Radley, I consider that my digression from an air-furnace to puddled steel, was not more extraordinary than the digression of Mr. Radley from the spray pump to the air-furnace. As to the iconography of my mind, evolved to Mr. Radley a few days since, *gracum est*, I must say it redounds very little to the credit of the baronet that he should evolve to Mr. Radley a communication received from me in strict confidence, and in reply to a confidential question. It redounds as little to the credit of Mr. Radley, that he should be a party to such a flagrant breach of confidence. The late Mr. Mushet entertained a higher opinion of me than that held by Mr. Radley; and, as I resided with my father nearly all my life, it is just possible that my father knew better than Mr. Radley what to think of me—for the only intercourse which passed between Mr. Radley, sen., and our family, was, that which subsisted between my father as a visitor to, and Mr. Radley as proprietor of, the hotel in Bridge-street, Blackfriars. In a MS. of my father's, I find it recorded that, in December, 1801, he produced cast steel and malleable iron of fine quality from an air-furnace—36 years before Mr. Radley's feat of metallurgical skill which he now mentions.

It is very amusing to see four lines of one column dedicated to the brief, but affecting, narrative of the two water engines—"Jack and Gill"—by the same individual, who wishes to see these very columns dedicated to useful information; and it is still more ludicrous to see Mr. Radley, who could unsparingly lash the invention of Mr. Adcock, bristling up so fiercely, when his own darling hobby of making puddled steel is rudely touched upon. I do not doubt but that the steel will be marketable—it will make razors suitable for his serene darkness of Timbuctoo, and knives and scissors to delude his subjects out of their gold-dust and ivory.

Coal contains from 40 to 98 per cent. of coke; and when Mr. Radley wishes for a correct answer, he should state the quality of the coal, seeing that the qualities are so various. However, I am cognizant of the fact, that many hundreds of tons of grey pig-iron have been smelted from the ore with a consumption of 20 cwts. of coke per ton of pig-iron; and I have known 27 cwts. of grey iron smelted direct from the ore upon a large scale; but as both the copper and its ore are more fusible than iron and ironstone, less than 20 cwts. of coke should fuse a ton of pig-copper. With a well-constructed furnace, and a proper regulation and distribution of the blast, one ton of coke would smelt and carbonate three tons of iron. I do not see the analogy between pig-iron and pig-copper; and cannot, therefore, exactly understand Mr. Radley's final remarks. I know not

whether the spray pump discharges its contents occasionally in the state of froth, instead of drops; but it seems to have had an extraordinary effect in drawing a great many frothy animalcules upon itself from Mr. Radley and others.—ROBERT MURPHY: Colford, Nov. 16.

DR. BIRKBECK, HANCOCK, AND JAMIESON.

Sir,—I owe it to Dr. John Hancock, and his friend, the late distinguished Dr. Birkbeck, to state, that self-ventilation of mines, by taking advantage of the inherent property of carburetted hydrogen to ascend, by allowing, from the moment of its emission, a free and unobstructed escape out of the works, on the principle of the drainage of land reversed, is the proposition of Dr. Hancock, communicated to the South Shields Committee by Dr. Birkbeck, and recorded thus, *verbatim*, in their Report, published in 1843 (see pp. 48-49). How this very proposition, in these very words, just quoted, should have appeared in the Mining Journal of last week as the proposition and words of Dr. Jamieson, by your correspondent, the said Dr. Jamieson, perhaps he will do you, as well as your readers, the justice to explain? Perhaps, also, at the same time, he will state, by what fortuitous concurrence of atoms his original note has assumed the shape of a long extract from the said Dr. John Hancock's communication—*verbatim et literatim*—composition, points, and parenthesis; and how all the principles, the reasoning, and most of the language, to the very words, is found in the Shields Report, contained in the communications of Drs. Birkbeck and Hancock, printed there four years ago.

JAMES MATHER, Sec. to the Shields Committee.

ON THE VENTILATION OF MINES.

Sir,—Your correspondent, "D," says he "has taken care" to furnish the chairman of the society, before which my paper, *On Ventilation*, was read, with one of the pamphlets referred to in his former strictures on that paper; and, therefore, "feels surprised" that this pamphlet was not noticed in your last week's publication. This is as fine a specimen of the non sequitur as could be wished. If "D" wanted me to notice his pamphlet, why did he not transmit it to me?—he had the same means of learning my address, as that to which he sent it; but, had he done so, he might possibly have had no opportunity of insinuating, by a well-feigned surprise, a disposition on my part to shrink from controversy. The remarks, as to the claim my letter sets up to "veneration for my published sentiments," are as unfounded as those made by your correspondent in the introduction of his former communication. "D" magnanimously passes over "the introductory preface" of my letter, as having "nothing whatever to do with the subject." Be it so; but has it "nothing whatever to do" with his letter? "D" first makes a number of misrepresentations of my paper, in order, as it seems to me, to get up a show of easy confutation, and then treats the superfluous courtesy I paid him, by following him through his wanderings, as irrelevant matter originating with me. This is disingenuous. "D" says, I have "promulgated a theory, which practical men have pronounced erroneous;" and that I "should either defend it, or admit that it is indefensible." Cannot he distinguish between a theory, and its reduction to practice, under a given set of circumstances? The theory I "promulgated," is the separate removal from the mine of the carburetted hydrogen; and which no one, practical or otherwise, that I am aware of, has pronounced erroneous. On the contrary, a great number of persons, both practical men and "theorists," have not only pronounced, but proved, its truth and efficiency; even "D" himself has done no more, than endeavour to show the impracticability of the "plan," or mode, of carrying out the theory under the particular circumstances. The theory itself he has not ventured to impugn. It will be time enough, when he, or others, shall have done this successfully, either to defend it, or admit its indefensibility. With regard to its practicability, although this may be difficult, or even impossible, in some extreme cases, such as "D" ingeniously selects, I am perfectly convinced that, in a majority of instances, it is easily and cheaply applicable. Is it rational, then, to refuse all abatement of a dangerous nuisance, because the whole cannot be removed? The piten, for whose welfare I dare say "D" entertains real concern, will tell him that "half a loaf is better than no bread," and be grateful for any diminution of the danger to which they are daily exposed. Let him, and others who agree with him, act in the spirit of the miner's expressive maxim, and be content to mitigate a mischief they cannot wholly remedy. I must refer "D" to my former reply to his statement about "the law of Nature." No repetition will strengthen that reply; and when "D" opposes anything but assertion to it, I will give a more elaborate proof of my view. In the mean time, I would suggest to him the propriety of perusing the extracts from the *Minutes of Evidence*, given before the Parliamentary Committee, printed at the close of Dr. Jamieson's communication, in your last publication; that given by Mr. Roberts is deserving of "D's" special notice; it will show him, that the lighter gas will flow in a distinct superstratum. I am quite aware that, in some cases, carburetted hydrogen exudes from every pore of the newly-cut surface of the workings of the mine; but even in these cases, a separation of the inflammable gas and atmospheric current soon ensues. Will "D" pardon the repetition of my conviction, that a properly-adjusted system of pipes, will draw off the hydro-carbon gas from even "ordinary goaves?" I am at a loss to discover the danger lurking in the "concluding part" of my letter. I there only say, in other terms, that the ventilation of mines is not merely a question of expense, but of the loss, or preservation, of human life, and that the most efficient method is, consequently, and irrespective of its expense, that which should be adopted. "D" again shows, that he cannot distinguish between a plan and its principle, or theory. I do not say my plan "is the only effectual one," but that its principle is; and any plan, of which many may be devised, carrying out that principle, would be right in proportion to its efficiency. "D" quite mistakes me, if he supposes I envy Sir H. De la Beche and Dr. Playfair, of the compliment he has paid them.

Non invidio quod non aestimo may seem an ungracious sentiment; indeed, I will not say I should not value "D's" good opinion of my plan; on the contrary, his approval of it would have been a source of considerable satisfaction to me. Notwithstanding this, however, I do not envy others of their better fortune. I rather wondered at the exuberant commendation, of what appeared to me a somewhat negative merit, from one, who, in my own case, had been so parsimonious of his praise, but so very lavish of his censure. I beg to inform "D," that the president of the Liverpool Polytechnic Society, has favoured me with a sight of Mr. Dunn's pamphlet, transmitted to him. In the hurried perusal I was under the necessity of giving it, I found nothing to alter my opinion of the plan proposed. I will, however, return to it; and, should anything present itself, requiring special reply, it shall have my best attention.

Reverend, Liverpool, Nov. 17. JOHN SWEETLOVE.

DRAINAGE AND VENTILATION OF COAL MINES.

Sir,—I must confess the deep obligation I feel under for my deliverance from the hostile hands of your correspondent, Mr. Deakin, by "Carboniferous" and "Mr. D. Musher," of last week; and would recommend him, before he speaks evil again, to ask himself, whether it be true, kind, or necessary towards one, whose observations and opinions are advanced with a view to the more safe and economical prosecution of our British coal mines, and whose opinions, as to the "theory of the nature of carburetted gas," is based upon my *everyday practice*, and not upon "fire-side" observations? Nor yet did I state in the quotation, contained in my letter of the 18th Oct., that, in the Forest of Dean, there "are no dykes to impede, &c.," but that "where there are no dykes to impede the continuity of the strata, the mines have no inflammable air;" and as to the time it would take to cause a transformation of rich bituminous coal to little better than "dust or dirt," by the free escape of carburetted hydrogen, I cannot say—not having had so much practice, or yet so "knowing," as Mr. Deakin; but it is an incontestable fact, that, while the coal on the crop side of a fault is not worth "turning over," from its near approach to "dust or dirt" (nothing better than fine slack), that the coal in the deep of such fault will be rich, abundant with gas, and perfectly free from water. Will Mr. Deakin again deny but that such fault detains the products of fermentation in the deep, as well as act as a barrier against the crop water descending to the deep? I grant that the Forest of Dean coal-field is a "bowl," or basin, as are some other coal-fields; but I contend that they have their faults, or dykes, as other districts; and that the nearer the outcrop, the less bituminous the coal is; and however incapable I may be of giving a "modest opinion" on such a matter, Mr. Deakin is not incapable of judging prematurely. It is a source of much gratification to me to find that last week the honourable and humane Lord Ward had the benevolence to extend his bounty, in the shape of a handsome pension, to the daughter of the late James Ryan, Esq., as an acknowledgment of the advantages derived by his ancestors through the improvements made by the persecuted, but immortal, coal-draining veteran—an example which it would do well for some of our other great men to imitate.

Dudley, Nov. 15.

VENTILATION OF COLLIERIES.

Sir,—As "Carboniferous" does not introduce a single argument to bolster up the opinion of his friend, "Hibernia," I should not have taken any notice of his tirade against me at all; but there is one thing, perhaps, which I may notice, as a confirmation of my former paper on the subject—that is, where he tells us that the pores in the coal seams are in continuity, and the gas will creep through them on an inclined plane [which way, up or down?], until it meets some stoppage, or dislocation. Now, I do ask him, seriously, if those pores are all filled with water, as I observed before, would it not be as effectual a barrier against the ingress or egress of gas, as would a dislocation, or any other impediment, either him, or his friend, "Hibernia," could invent? He is pleased to say I am an old man, and am wedded to primitive notions; and, moreover, that I am half a century behind the times I live in. What is this man—or old woman, for aught I know—contending for? Is it to improve colliery workings, and the management of hydrogen gas in them? If that is what he considers me behind the times in, he is perfectly right—I am aware of that myself; for, all around me hundreds upon hundreds of lives have been lost by explosions of hydrogen gas; and in more than half a century, which I have been a mineral manager, I never have lost one life by fire-damp—therefore, I am proud to say, that I am half a century behind my fellows. What he is pleased to remark about my ignorance of geology, the nature of the gases, &c., my opinions on those matters are before the public—and with their opinion on them, not his, I stand or fall. I beg leave to place Mr. R. Musher's evidence against Mr. D. Musher's, with regard to the quality of the Dean Forest coal; and, I may add, that all down the Devon coast there is no coal, from any place, that will fetch so good a price as that from the Forest of Dean.—THOMAS DEAKIN: Blaenavon, Nov. 15.

SHANKING IN MOSS.

Sir,—Among your readers, there are, undoubtedly, many acquainted with shanking through moss. I will feel thankful if some one of them will be so kind as to communicate, through your valuable Journal, what he considers the best method. Say a pit, 14 ft. x 5 ft., from 6 to 7 fms. of moss, and below that a firm clay.

W.

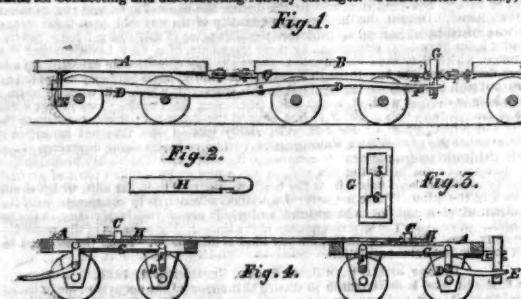
IMPEDIMENTS TO THE ADVANCEMENT OF SCIENCE.

Sir,—Being a constant reader of your valuable paper, and feeling considerable interest in the advancement of science, it is annoying to witness the strong opposition with which almost every new plan which may be proposed, however valuable, is assailed; even such as common sense must approve (as Greenhow's, and others), are derided. That persons advanced in life, and who were not favoured with the best opportunity of acquiring correct information in their younger days, should be rather untractable is not so surprising, as that those who were educated in more modern times should be so in their mode of expressing dissent. If we cannot reconcile statements made by others with our views, let us ask for explanation; and, doubtless, it will be given in a friendly spirit, if nothing of an opposite tendency be manifested by us.

Easton, Bristol, Nov. 17.

RAILWAY IMPROVEMENTS.

[Specification of patent granted to Moses Poole, gentleman, for improvements in apparatus for connecting and disconnecting railway carriages.—Patent dated 6th May, 1847.]



This invention is divided into two parts—the first of which relates to the application of certain mechanism to the underside of the framing of a locomotive-engine and its tender, by which they may become readily disengaged from the train of cars connected thereto, upon the locomotive coming into contact with any obstruction upon the rails, or track, upon which it moves; and in the application of certain mechanism to said cars, by which each car, composing a train, may be disconnected from that adjoining it. The second part of this invention consists in a new system of breaks, acting in combination with the mechanism above mentioned, by which such cars may be arrested in their progress, after they have been disengaged from the locomotive-engine and its tender.

Annexed to the specification is a sheet of drawings, which contains several views of parts, referred to therein, of which we subjoin three views of parts, illustrative of the principle upon which this invention is based:—Fig. 1 of the diagram exhibits a side elevation of the lower portion of a locomotive-engine and its tender, showing the mechanical arrangements employed for connecting and releasing them from a car, or train of cars—one of such cars being exhibited attached thereto. Figs. 2 and 3 exhibit parts hereafter referred to. Fig. 4 exhibits a longitudinal and vertical section of an eight-wheeled car, showing the mechanical arrangement employed for disconnecting them from each other, and by which the system of breaks, above mentioned, are rendered self-acting. A A (fig. 1), mark the under framing of the locomotive-engine; B B, the tender; to the underside of the front of which there is fixed a casting, C, which carries a pin, passing through a long bent lever, D, and is the fulcrum thereof; one end of this lever takes into a slot, in a piece of sheet metal, E, which is fixed to the underside of the framing of the locomotive-engine—such piece being slotted in a horizontal direction, to allow the end of the lever, D, free liberty of movement sideways; the opposite end, F, of this said lever takes into, or is inserted, between two projecting pieces, 1, 2, fixed into a moveable frame, G, placed vertically (shown in front elevation at fig. 3, and hereafter described). H, a forked piece, fixed to the rear of the locomotive (this piece is shown in top plan view at fig. 3, where 3, 4, mark notches, or recesses, formed at each side thereof). Within the slotted part of the fork, H, there is inserted one end of another forked piece, I, which is, likewise, formed with notches, or recesses, which, when the said piece is in its place, are coincident with those in the forked piece, H—such forked pieces being securely held in that position by one or other of the contracted openings, 5, 6, in the moveable frame, G, occupying the said notches, or recesses—the frame being directed in its proper course by suitable guide pieces, fixed to the framing. The effect of this arrangement will be as follows:—Assuming the locomotive and its tender, and the car connected thereto, to be upon a level, or regular inclined plane, the lever, D, will be in such position as to keep the pieces, G, H, I, locked together; but, immediately upon the front wheels of the engine coming into contact with any obstructions upon the rails, or tracks, upon which it moves, the wheels being raised, will impart movement to the end of the lever, D, upon its fulcrum in an upward direction, and, consequently, depress the opposite end of the said lever, which, acting upon the moveable frame, G, will, if sufficiently depressed, bring the wide part of the opening thereof into the recesses in the pieces, H, I, by which the piece, I, will be liberated, and the car thereby detached from the tender; should the front wheels of the engine become lowered, instead of raised, the lower opening in the piece, G, will liberate the car. The means employed for detaching the cars from each other, after they have been liberated from the engine and tender, and the manner in which the breaks are rendered self-acting, are as follows:—A A (fig. 3), mark the under framings of an eight-wheeled car—such framings being connected together by a link piece, or rod, B, the ends of which pass over pins, or pivots, C C, upon which the bodies of the carriage rest. D D, mark rocking axles, placed immediately above the axles, upon which the running wheels are keyed; and to one of these axles in each framing, there is fixed a curved bar, E—the lower end of which is in contact with, and acted upon by, the lever, D. F F, vertical slide rods, of which there are four, fixed upon the axles in each framing—the upper ends of such rods being connected together by bars, G G; to the upper side of which there is fixed a sliding piece, H; having secured one end of it (the link piece, or rod, B), the opposite end thereof being connected to parts similar to those lastly described. Thus, upon the disengagement of the end

of the curved bar, E, the rocking bars, G G, and rod, B, will receive motion, and impart it to the next adjoining car, through the agency of parts, similar to those before described and referred to, with reference to fig. 1 of the annexed diagram; and each car being furnished with similar mechanism, will, in like manner, be detached from the adjoining car, and the movement of the sliding piece, H, will have the effect of releasing the breaks, which, falling upon the periphery of the wheels, will cause friction thereon.

The means employed for retaining the breaks in the required position, and the mechanical arrangements for actuating each pair of breaks, appear to be well calculated for the purpose; but as they would occupy too much space in this Journal, we have refrained from giving more than a general outline thereof. The claims, which are four in number, and ranged under four distinct heads, are as follows:—1. The mechanical combination and arrangement of parts, as enumerated and described, for the purpose of disconnecting locomotive-engines from a train of cars.—2. The parts enumerated and described, for the purpose of separating one car from another, after they have been disconnected from the engine and tender.—3. The parts enumerated and described, for the purpose of rendering the breaks self-acting.—4. An arrangement of parts, by which the engine-driver is enabled to disconnect the locomotive and tender from the train.

Patent-office and Designs Registry, 910, Strand, Nov. 17.

SOME ACCOUNT OF AN ANCIENT MINE.

The neighbourhood of Ballideob, in the parish of Schull, county Cork, has been for many years known to abound in mineral veins; but these, like many other sources of mineral wealth possessed, but not employed, by this unfortunate country, have been heretofore, except in a few instances, neglected, or perverted by designing men into a means of fraud. The history of the Cappagh Mine, near Ballideob, the chief source of the West Cork Mining Company's notorious adventures, is, unhappily, for the interests of Irish mining, but too familiar both to mining capitalists and to those versed in Chancery reports. This and similar projects have tended to the utter extinction of a spirit of enterprise, too feeble to withstand any great discouragement. But a more active and intelligent disposition, mainly fostered, if not altogether inspired, by the patriotic researches of Sir Robert Kane, is now beginning to exhibit itself in increased attention to our various industrial resources, and, amongst others, to the mineral possessions of the country. Amongst the enterprises to which this disposition has given birth, is that which has led to the remarkable discovery of which it is attempted, in this paper, to give an unpretending account. A few gentlemen of the city, and of the part of the county of Cork, agreed about two years since, to expend a moderate sum in a search for mineral deposits to which they obtained the mining rights of two extensive estates, and engaged the services of an intelligent Cornish mining agent—Capt. Charles Thomas. The researches hitherto have been attended with signal success, and the results promise to become highly important. Amongst them may be mentioned the discovery of several large lodes of yellow copper ore at the Mizen Head, where there is reason to hope for the establishment of a great and profitable mine. In the strata of the county of Cork, the lode is pronounced by Capt. J. Reed, of the Berkenham Mines, to bear a close analogy to that celebrated mine (in whose neighbourhood it lies). But this by the way. In the course of Captain Thomas's searches near Ballideob, on the land of North Derrycurane, an unfrequented mountain about two miles to the north of Ballideob, and three miles from the sea, where he had previously found several mineral indications, more or less promising, he observed a smooth rock of the slate of the country facing towards the south, which he perceived to be the northern boundary, or north wall, of a lode of ore. He further observed in the surface of the adjoining ground, which consisted of peat, closely covered with strong herbage, several large and deep depressions, running parallel to each other in a direction nearly east and west, at distances of from 10 to 30 yards apart. These depressions were about 5 ft. in width each, and sank below the ordinary surface at either side not more than 6 or 7 ft., and covered with green sod, like that around. Captain Thomas, with a sagacity for which he deserves credit, at once stated his conviction that ancient miners had worked there, and that these depressions were caused by the subsidence of loose stuff, filling up excavations which had been made in the course of east and west lodes. It must here be stated, that no record or tradition whatever exist in the country of any ancient excavations for mining or other purposes. Captain Thomas at once set men to work, and his inquiries have led to some extraordinary results. He discovered ancient workings on five different parallel lodes; but that which has been hitherto most extensively cleared of rubbish is the third in order from the south. The rubbish appears to have been replaced in all with an anxiety to refill the excavations, and to obliterate from the surface every vestige of a lode of ore. He further observed in the surface of the adjoining ground, which consisted of peat, closely covered with strong herbage, several large and deep depressions, running parallel to each other in a direction nearly east and west, at distances of from 10 to 30 yards apart. These depressions were about 5 ft. in width each, and sank below the ordinary surface at either side not more than 6 or 7 ft., and covered with green sod, like that around. 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Just published, with an engraving, price 1s.
AERIAL NAVIGATION: containing a Description of a Proposed FLYING MACHINE, on a new principle.
 By DE DALUS BRITANNICUS.
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 "South Australia and its mines are now objects of great interest, and Mr. Dutton's plain unadorned recital, contains just what the intending emigrant, or the mercantile inquirer, will rejoice at having placed within his reach."—*Colonial Gazette*.
 T. and W. Boone, publishers, 29, New Bond-street, London.

SWANSEA DOCK COMPANY.—EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS.—Notice is hereby given, that the following REQUISITION has been this day delivered at the office of the Swansea Dock Company, in Quay Parade, Swansea, and received by the board of directors then sitting:

"We, the undersigned, being 15 shareholders of the Swansea Dock Company, holding, in the aggregate, not less than 250 shares of the capital stock of the said company, do, by this writing, under our hands, require you forthwith to call an Extraordinary Meeting of the said company, for the following purposes—viz.:

"1st.—To consider the two notices, or advertisements, respectively purporting to be signed by 'Edward M. Elderton,' and respectively dated the 9th of November, 1847, and inserted in the last Number of the *Cambrian* newspaper, and also in the last Number of the *Swansea and Glamorgan Herald*, and the several matters and things in such notices or advertisements respectively mentioned, referred to, or contained.
 "2d.—To consider the opinion of Sir Frederick Thesiger, Knight (late Attorney-General), on certain questions submitted to him respecting the affairs of the said company.
 "3d.—To consider the bye-laws, or regulations, passed at a meeting of the directors of the said company, held on Thursday, the 19th of August, 1847, and to confirm, rescind, alter, repeal, or add to the said bye-laws or regulations, or any or either of them.
 And, lastly.—To adopt such resolutions, and do such other acts as may be considered necessary or desirable, relative to the several matters and things aforesaid, or any of them, and generally to consider the present position of the said company, and of its directors, officers, and affairs, and to decide as to the course to be pursued in relation thereto respectively."—Dated the 13th day of Nov., 1847.

H. HUSSEY VIVIAN. WILLIAM CLARK.
 J. WILLIAMS. JOHN JENKINS.
 ELI JAMES. GEORGE ROWE.
 THOMAS WALTERS. C. HUTCHINSON.
 JAMES WALTERS. GEORGE ROLLS.
 CHARLES THOMAS WILSON. DAVID MICHAEL.
 JOHN RICHARDSON. L. W. DILLWYN.
 ILTID THOMAS.

And notice is hereby further given, that, in compliance with the said requisition, and in accordance with a resolution of the board of directors of the said company, passed at an adjourned meeting of the said board, held this day, an EXTRAORDINARY GENERAL MEETING of the shareholders of the said company is convened, to be HELD at the company's offices in Quay Parade, in the borough of Swansea, on Thursday, the 24th day of December next, at the hour of Two o'clock in the afternoon, for the purposes mentioned in the said requisition.—Dated this 16th day of Nov., 1847.

By order, GEO. GRANT FRANCIS, Secretary.
ELECTRIC TELEGRAPH COMPANY.
 LONDON, 345, STRAND, September 1, 1847.
 COMMERCIAL TELEGRAPH.

The works of the lines for commercial communications, between the places enumerated below, embracing a SYSTEM OF TELEGRAPHS FOR COMMERCIAL PURPOSES only, and distinct from that reserved for the special use of railways, being so far advanced as to admit of their completion by the commencement of the coming year, the directors think that the time has now arrived, when it becomes their duty to make known the arrangements which they contemplate for the accommodation of the public.

STATIONS will be OPENED, in central situations, in the PRINCIPAL TOWNS, whence MESSAGES AND DISPATCHES will be FORWARDED TO, AND RECEIVED FROM, all the OTHER STATIONS OF THE ELECTRIC TELEGRAPH COMPANY.

In order to give to Merchants, Bankers, Manufacturers, and all connected with trade, the greatest possible amount of information, a ROOM will be RESERVED in each of the COMPANY'S STATIONS for SUBSCRIBERS, in which will be collected, tabulated, and exhibited, all Intelligence of Commercial or Public Interest—for instance:

SHIP LISTS, from the various Ports.
 SHARE LISTS, from the various Exchanges.
 PRICES CURRENT.
 STOCK EXCHANGE LISTS.
 CORN MARKETS, from the various Towns.
 PRICES OF LIVE STOCK, &c.

In LONDON, a CENTRAL STATION, of the importance of the metropolis, is in COURSE OF ERECTION, in the immediate vicinity of the Bank and Royal Exchange; in this Station the whole TELEGRAPHIC NEWS OF THE COUNTRY will be CONCENTRATED, AND FORWARDED IN EVERY DIRECTION. And here, as in other towns, a ROOM will be RESERVED for SUBSCRIBERS.

The SUBSCRIPTION to these ROOMS will be TWO GUINEAS per annum, paid in advance, which will entitle SUBSCRIBERS to the RIGHT OF ENTRANCE TO ALL the SUBSCRIPTION ROOMS OF THE COMPANY, including the Central Station at London. The foregoing details some of the advantages of the Commercial Telegraph to subscribers; but the requirements of the public in general will be provided for by the establishment of offices, which will at all times be open for the reception and transmission of messages and dispatches; while messengers will be kept at the various stations, by whom dispatches may be sent out to any part of the town where the communication has been received by Telegraph at the Company's Station.

Subscribers' Names are received at the Commercial Telegraph Office, where any further information may be obtained.

The following are the Towns to which the Commercial Telegraph will be first extended:—

London	Chester	Southampton	Derby	Darlington
Margate	Liverpool	Winchester	Nottingham	Newcastle
Ramsgate	Bolton	Lincoln	Berwick	Edinburgh
Deal	Barnsley	Bristol	Chesterfield	Glasgow
Dover	Wakefield	Gloucester	Sheffield	Scarborough
Folkestone	Leeds	Cheltenham	Bradford	Bridlington
Canterbury	Halifax	Peterborough	Widbeach	Stamford
Northampton	Rochdale	Yarmouth	Lowestoft	Norwich
Coventry	Hull	Huntingdon	Cambridge	St. Ives
Birmingham	Malden	Hereford	Chelmsford	Warr
Wolverhampton	Walsingham	Leicester	York	Colchester
Stafford	Gosport			

J. LEWIS RICARDO, Chairman.

THE ELECTRIC TELEGRAPH.—There are at present 1050 miles of telegraph in daily operation, 262 miles in progress, and 928 miles about to be commenced, making a total of 2240 miles—the whole of which, it is expected, will be completed early in the ensuing year. The lines completed are as follows—viz: On the South Eastern Railway, 144 miles, including the Ramsgate, Margate, Maidstone, Tunbridge Wells, and Bricklayers' Arms branches. South Western, 99 miles. Eastern Counties—Colchester line, 51; Cambridge line, 88; Ely and Peterborough, 29; Hertford branch, 7; and Thames Junction branch, 8. Norfolk Railway, 88; Yarmouth and Norwich branch, 20; Wolverton to Peterborough, 57. Midland Counties—North line, 73; South line, 47; West line, 41. York and North Midland, 23. Hull, Selby, &c., 40. York and Scarborough, 43. Great North of England, 45. Richmond to Bridlington, 9. Newcastle to Darlington, 39. Ditto to Sunderland, 5. Ditto to Shields, 8. Preston and Wye, 20. Sheffield to Manchester, through Woodhead Tunnel, 8. Paddington to Slough, 9. Great Western Railway, 18. South Devon, 20. London and Croydon, 8. Derby to Lincoln, 41; Sheffield branch, 5; and Durham branch, 2 miles. Those works in progress are, on the Norfolk Railway, Lowestoft branch, 10 miles; Dereham branch, 13. Syston to Peterborough, 40. Leeds to Bradford, 15. Leeds to Manchester, 61. Hull to Bridlington, 27. Newcastle to Bridlington, 60. The South Devon, 27; and on the Deal branch of the South Eastern Railway, 9.

INFRINGEMENT OF PATENT RIGHT FOR RAILWAY WHEELS.—In the Vice-Chancellor's Court, on Saturday last, a case (Haddon v. Smith), in which the plaintiff, who was the owner of certain patents for the construction of wheels for carriages, and for a particular form of carriage to be used upon railways, had granted a license to the defendant for the use of these patents, and subsequently put in a disclaimer (under the Act of Parliament authorising him in that behalf) to a portion of the invention included in the patents, and the defendant was to pay him a particular amount, by way of royalties, for the manufacture of the articles under the patents. This bill was filed against the defendant Smith, and against a person named Willey, with whom Smith had associated himself, for an account of the sums due to the plaintiff; but in case the plaintiff's right should be disputed, then the bill prayed an injunction to restrain the defendants from continuing to work the patents. To this bill a demurrer was put in, upon the ground that the disclaimer by the plaintiff had disentitled him to an account, and that the license was revoked thereby. For the bill, it was contended that the prayer being in the alternative, either for relief, or for an injunction, the demurrer ought to be overruled.—The Vice-Chancellor said, it appeared to him the bill was framed in such a manner as to raise the question, not whether the license was void, but whether it was lawful for the defendants to go on doing the thing they had done under the circumstances stated. The plaintiff was willing to allow the defendants to proceed, provided they paid him for so doing. It was reasonably plain that if they were not bound by the license, and therefore not bound to account, they were both acting without the authority of the plaintiff. It was clear in his honor that the defendants were not justified in continuing to act as they had done, without remunerating the plaintiff; he should, therefore, overrule the demurrer, with costs.

MACHINE FOR RAISING HEAVY THINGS IN DEEP WATER.—A new machine, of which a gentleman of Worcester, Massachusetts, is the inventor, designed for lifting heavy articles from the bottom of deep water, is thus described:—A large vessel, containing materials for generating gas, is let down to the bottom, filled with water. The weight is attached, and the combustibles ignited for the creation of the gas, which expels the water, and raises the vessel to the surface, with a force of over 50 lbs. to the cubic foot. The machine is said to be simple, cheap, and likely to be very useful.

TIN VALE MINING COMPANY, ST. NEOT, COUNTY CORNWALL.
 1000 parts, or shares, of £2 per part, or share.
 NOW AT WORK ON THE "COST-BOOK" PRINCIPLE.

ROBERT OWEN ALAND, Esq., Cambridge-terrace, Hyde-park.
 JOHN OSFORD OSBORNE, Esq., Ardleigh Park, Colchester.
 JOSEPH CARRINGTON RIDGWAY, Esq., Roehampton Lodge, Roehampton.
 BENJAMIN FORRESTER SCOTT, Esq., Northampton Park, Ball's Pond.
 BARTHOLOMEW DAWES, Esq., Soho-square.
 Captain THOMAS ROSE, Waterloo, Northampton.
 WILLIAM W. MANSELL, Esq., Furrey, Dorchester-place, Blandford-square.
 Captain of the Mine.—Mr. John Floyd, Harrowbridge.
 Solicitor.—John Butler, Esq., 134, Tooley-street, Southwark.
 Bankers.—Messrs. Ransom and Co., London.

PROSPECTUS.
 This mine is situated at Harrowbridge, in the parish of St. Neot, in the county of Cornwall, on the banks of the Drains River, and extends over about 300 acres of mineral land. It is held on lease for 21 years, from the lords of the manor, at a royalty, or due, of 1-15th, and totally free from sleeping or dead rent. A shaft has been sunk about 10 fathoms, and two adits driven about 80 and another 90 fathoms. The first lode in the chief adit, marked A on the map, has already been opened 10 fathoms to the east, and about 20 fathoms to the west, on the course of the lode, from which ore is procured, and a considerable quantity is now on the bank, ready for stamping.

The second adit, marked B on the map, has been driven 20 fathoms on the course of a lode, of most promising appearance.

Five pairs of stamps are in course of construction, as well as all necessary machinery for carrying on the works efficiently; and Captain Floyd asserts that returns will be made before Christmas.

The ore is of the best description, being free from compound. The tin streams are considerable: they have been secured also for the company, at a royalty, or due, of 1-12th, and arrangements have been made for working them on tribute. The freehold of land, sufficient for the erection of workmen's cottages, has likewise been obtained, and the quantity of granite which abounds in the locality renders building cheap.

The operations of the company are carried on under the "Cost-book" Principle, which exempts the company from the provisions of the Act for the Registration of Joint-Stock Companies (7 and 8 Vic., cap. 110), the 64th section of which enacts—

"Provided always, and be it enacted, that nothing in this Act contained shall extend, or be construed to extend, to any partnership formed for the working of mines, minerals, and quarries, of what nature soever, on the principle commonly called the 'Cost-book Principle'."

Under the "Cost-book" Principle, shareholders have the right of determining their responsibility, by giving notice of their intention to relinquish their shares, and on forfeiture of all previous payments. The 15th clause states—

"That any adventurer, or shareholder, may determine his or her responsibility or liability to the affairs of this mine, upon his or her giving notice, in writing, to the purser of the company for the time being, of his or her desire of retiring from the company; and, also, upon depositing with the said purser the share or shares held by him or her, and signing a relinquishment of all claims or demands on the company in respect to such share or shares."

The directors, after considerable negotiation, have succeeded in effecting the following arrangement, which they consider highly advantageous to the company—namely: That the present leases, in consideration of the transfer of the lease to the company, for the machinery in course of erection, and for the works hitherto effected, to be paid the sum of £1000 cash, and to have one-tenth of all profits arising from the mine, until a further sum of £1000 shall have been paid to them; the company having the option of cancelling the latter disbursement on payment of the sum of £1000 on or before the 29th of September, 1848.

Applications for shares to be made to the purser, W. W. Mansell, Esq., at the temporary offices of the company, 17, Dorchester-place, Blandford-square; John Butler, Esq., solicitor to the company, 134, Tooley-street, Southwark; James Lane, Esq., mining shareholder, 75, Old Broad-street, city; and Messrs. Oliver and Co., stock and share brokers, Eggshill, Essex—where prospectuses and every information may be obtained; also at the office of the *Mining Journal*.

REPORT OF CAPTAIN W. M. WHITFORD, APRIL 27, 1847.

The above mine is situated in the parish of St. Neot, contiguous to the celebrated Drains River, on the well-known estate of Harrowbridge, embracing a spacious and extensive valley, bounded on the west by high hills, of a pleasing and graceful declivity. The bottom, or valley, has been streambed for tin during the lapse of ages, and yet its stores are unexhausted. During the last week, a quantity of tin was sold from these mines, which was raised by streamers, and obtained the high price of £67 10s. per ton. Several promising lodes have been intersected by these streamers, of a very beautiful and rich appearance, which they were inadequate to pursue to any considerable extent. An adit has been driven about 70 fms. through a granite stratum which is perfectly congenial for tin—several rich branches having been cut in this cross-cut, which will come in contact with the lode in driving west, at which point (reasoning from analogy) we expect a fine course of tin. Rowe's lode is about 40 fms. beyond the cross-cut; it was sunk on to the depth of 8 or 9 fms., where it was 4 ft. wide, richly spotted with tin; but an influx of water prevented the parties from sinking deeper. The very promising character of this lode was the principal inducement to commence the adit; and it is highly probable that more lodes will be cut in driving this adit, as it is a new and unbroken piece of ground. A quantity of tin has been raised from the branches referred to in the adit, which is still to be seen in the mine. There are several collateral advantages in connection with this speculation, which ought not to be omitted, and which are of vast importance to the interest of this mine:—1. The superior quality of the tin.—2. The softness of the ground.—3. The abundance of water, sufficient for any kind of machinery. From the whole, I believe it to be a first-rate speculation.

REPORT OF CAPTAIN JOHN FLOYD, SEPTEMBER 2, 1847.

The first adit level is driven south 90 fms., and intersected the north tin lode in the east and west ends; it is 2 ft. wide, producing good tin; the remainder part of the lode (exclusive of the tin) is quartz, mica, and black capels, which composition is the forerunner of abundance of tin; the said ends will now pay for working—I mean, pay its own cost; the ground by the side of the lode is soft granite, and can be driven or worked for the low price of 50s. to 60s. per fm., and very little good tin will pay the expenses, but in the said lode there is a great portion of good tin. From the north lode the adit level is continued on south 8 fms., and cut the middle tin lode, which is 3 ft. 6 in. wide, and, in a word, exactly the same properties as the north lode. From the middle lode, 15 fathoms further south, there is the great south tin lode; a shaft is sunk down about 10 fms., which has cut the lode in the shaft 6 ft. wide, producing very large quantities of tinstuff; the said tinstuff that was taken up from the lode in the shaft is now to be seen on the surface; we have to sink on the course of this shaft 34 fms., to have a communication with the adit level that will make the mine between 40 and 50 fms. deep at the adit level—so you can see what high tin ground there will be to work on; and, it is my opinion, we shall make large returns on good tin from the great south tin lode above the level, by the means of the north and middle tin lodes. We have also driven another adit, marked B, 30 fms. due west on the course of a recently discovered tin lode in the central part of the set—the lode is most promising; it is 3 ft. 6 in. wide, making two regular wells, composed of blue capels, mica, quartz, and tin. It is my real opinion that, when we have driven 50 fms. further to hill, we shall intersect the great caunter lode, where we shall have abundance of tin; the strata on each side of the lode is a beautiful granite—good standing ground. We are paying £2 10s. per fathom for driving. The tin raised in this district is superior to any other raised in the country, and realized the best price. There are many other lodes on the set, which is very extensive, and there is sufficient water-power for machinery, which will effect a great saving, for no steam-power will be wanted. The roads are good, and the mine is not far from the smelting-house.

We, the undersigned, deeming it our duty, before putting forth the foregoing prospectus, to satisfy ourselves as to the correctness of the statements therein contained, have lately visited the mine set; and, after the most diligent investigation into its position and capabilities, have much pleasure in bearing testimony of our belief and confidence in the accuracy of the preceding reports of Capt. Whitford and Capt. Floyd. The mine is even at present productive; and, when the erection of the necessary machinery for crushing, &c., now in course of progress, is complete, very beneficial results to the shareholders may be fairly calculated on, and that within a limited period. The proposed capital of £2 per share will, in our opinion, be more than sufficient to carry out all arrangements and fully to test the value of the property. The ore is of the best description, as shown by the analyses of Mr. Mitchell, and the rest of the best price. There are many other lodes on the set, which is very extensive, and there is sufficient water-power for machinery, which will effect a great saving, for no steam-power will be wanted. The roads are good, and the mine is not far from the smelting-house.

"The metal produced from them is excellent—the ore being free from extraneous metallic matters. The samples from adit A and B are very rich."

"This is to certify, that I have examined a sample of tin ore, marked 'streams,' and find it contains fifty-two per cent. of metallic tin."

"This is to certify, that I have examined a sample of tin ore, marked 'adit A,' and find it contains seventy per cent. of metallic tin."

"This is to certify, that I have examined a sample of tin ore, marked 'adit B,' and find it contains seventy-one per cent. of metallic tin."

(Signed) JOHN MITCHELL.

"23, Hawley-road, Kentish Town, Nov. 1, 1847."

Mr. John Paul, of Tavistock, mining engineer, in his report on Dartmoor Tin Mines, April 7, 1847, says—"I shall first direct your attention to the fact, that the tin raised in this set is of a superior quality to that of any other mine in Devon—being best grain tin, the market value of which is full £15 per ton more than that of common tin;" and Dr. Ryan, of the Polytechnic, in respect of the ore, remarks, "the sample of 'tin ore' from the 'Dartmoor Consols Mine' given, on analysis, 34 per cent. of metallic tin. You must consider this, then, as a most excellent and productive lode." The Tin Vale Mine, which yields 68 and 71 per cent., or more than double that of Dartmoor, which is declared to be so rich, may, therefore, be justly considered a "first-rate speculation," as designated by Capt. Whitford.

ROBERT OWEN ALAND,
 BARTHOLOMEW DAWES,
 JOHN BUTLER,
 WILLIAM W. MANSELL.

Nov. 2, 1847.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY,
 26, CORNHILL, LONDON.

Capital £500,000.—Empowered by Act of Parliament.

This institution embraces important and substantial advantages with respect to Life Assurance and Deferred Annuities. The assured has, on all occasions, the power to borrow, without expense or forfeiture of the policy, two-thirds of the premiums paid (see table); also the option of selecting benefits, and the conversion of his interests to meet other conveniences or necessities.

Assurances for terms of years are granted on the lowest possible rates.

DIVISION OF PROFITS.

The remarkable success and increasing prosperity of the society has enabled the directors, at the last annual investigation, to declare a fourth bonus, varying from 35 to 85 per cent. on the premiums paid on each policy effected on the profit scale.

EXAMPLES.

Age	Sum.	Prém.	Year.	Bonus added.	Bonus in Cash.	Permanent reduction of Premium.	Assured may Borrow.
60	£1000	£0 3 4	1837	£317 15 1	£100 0 11	£16 0 4	£448 0 0
			1838	192 3 0	87 1 4	13 10 2	395 11 1
			1839	165 11 10	74 1 0	11 3 1	346 2 3
			1840	110 7 6	54 10 0	7 18 10	296 13 4
			1841	111 6 8	49 10 0	7 10 4	247 4 8

The division of profits is annual, and the next will be made in December of the present year.

F. FERGUSON CAMBOUX, Secretary.

IMPORTANT TO RAILWAY AND STEAM NAVIGATION COMPANIES, MANUFACTURERS, AND ENGINEERS.
 W. BROTHERTON AND CO'S
 PATENT LUBRICATING FLUID (or Animal Oil) FOR ALL DESCRIPTIONS OF MACHINERY.

W. B. & CO. have the pleasure to state, that the above article is extensively used in her Majesty's Steam Navy, and by several of the principal Steam Navigation and Railway Companies, and is pronounced by them, and by the first practical engineers of the day, to be far better adapted for the purposes of lubrication than any other article hitherto used for such purposes. The Patent Lubricating Fluid is equally applicable for the most intricate and fine pieces of machinery, as for the heaviest bearings of the steam-engine. It is cheaper, much more economical, and cleaner than oils at present in use; is free from smell, and calculated to effect a vast saving in the expenditure of working steam powers. Further particulars can be had, and testimonials seen, by application to the manufacturers.

W. BROTHERTON & CO., Hungerford Wharf, Strand, London, N.B.—The above article will burn in lamps, and give a light equal to the best sperm oil.

FLEXIBLE HOSE-PIPES FOR LOCOMOTIVE ENGINES, RAILWAY CRANES, FIRE-ENGINES, GAS, &c.

PATENT VULCANISED INDIA-RUBBER HOSE-PIPES AND TUBING.

OF EVERY DESCRIPTION.

These pipes are made to stand hot water without injury, are very superior to leather pipes, or the common India-rubber pipes; and, as they do not become hard or stiff in the lowest temperatures, or require any application when out of use, are particularly well adapted for fire-engines.

FLEXIBLE TUBING, of every description, for gas, chemical purposes, &c.

VULCANISED INDIA-RUBBER WASHERS, all sizes, for steam and hot-water joints, &c.—Sole manufacturer, JAMES LYNE HANCOCK, Goswell Mews, Goswell-road, London.

TO ENGINEERS, RAILWAY AND STEAM-BOAT COMPANIES,

AND THE OWNERS OF STEAM-ENGINES IN GENERAL.

W. & C. MATHER beg to call the attention of the above parties to their

PATENT ELASTIC METALLIC PISTON.

From the great satisfaction it has already given, they can, with confidence, recommend it.

1. The following are some of its excellent properties:—

1. The great, equal, and mild elasticity: its being perfectly cylindrical and self-adjusting—thereby enabling it to yield, with the least possible friction, to any inaccuracies of the cylinder, whether oval or taper.

2. Its extreme simplicity and lightness—the packing consisting of ONLY TWO PIECES OF METAL, having vertical and horizontal elasticity in due and proper proportion, independent of each other—the horizontal elasticity being also independent of screwing down THE JONK RING OR COVER.

3. It takes the least possible space; and is, therefore, well adapted for air and water pumps.

The above patent was unsuccessfully opposed by Mr. Goodfellow, the patentee of a piston, having three angular rings, of a bevil form.

The Solicitor-General conceived that there was not the slightest similarity between them, as may be seen from the subjoined letter from Mr. Carylman, through whom the patent was taken.

W. & C. M. can refer to upwards of 100, made since the date of the patent (April, 1846), each of which is giving entire satisfaction. They beg to call attention to the fact, that, in a number of cases, they have replaced those made of three angular rings of the bevil form, a description of which appeared in the *Mining Journal* of Saturday, October 9, 1847.

[LETTER REFERRED TO.] April 2, 1846.

DEAR SIR.—Mr. Solicitor-General took the hearing in your patent yesterday, at the Privy Council, and decided that the invention did not interfere with mine, are therefore proceeding with the patent.

We are, your obedient servants, POOLE & CARPMAEL.

The object of publishing the above letter, is to convince parties wishing to use W. & C. Mather's piston, that they have nothing to fear from the caution which accompanied the advertisement referred to, or the unfounded reports which are industriously circulated from the same quarter.

Locomotive and other pistons guaranteed for twelve months. Salford Iron Works, Manchester, Sept., 1847.

TO ENGINEERS AND BOILER-MAKERS.

LAP-WELDED IRON TUBES, FOR MARINE AND LOCOMOTIVE STEAM-BOILERS.

TONES FOR STEAM, GAS, AND OTHER PURPOSES, ALL SORTS OF GAS FITTINGS.

THE BIRMINGHAM PATENT IRON TUBE COMPANY,

42, CAMBRIDGE-STREET, BIRMINGHAM, & SMETWICK, STAFFORDSHIRE, MANUFACTURE BOILER AND GAS TUBES, under an exclusive License from Mr. R. Prosser, the patentee. These tubes are very extensively used in the boilers of marine and locomotive steam-engines in England and on the Continent—they are stronger, lighter, cheaper, and more durable than brass or copper tubes, and warranted not to open in the weld.

42, CAMBRIDGE-STREET, CRESCENT, BIRMINGHAM.

WORKS—SMETWICK, STAFFORDSHIRE.

LONDON WAREHOUSE—No. 68, UPPER THAMES-STREET.

THE PATENT OFFICE AND DESIGNS REGISTRY.

No. 210, STRAND, LONDON.

INVENTORS will receive (gratis), on application, the OFFICIAL CIRCULAR OF INFORMATION, detailing the eligible course for PROTECTION OF INVENTIONS AND DESIGNS, with Reduced Scale of Fees.

Messrs. F. W. CAMPIN and CO. offer their services, and the benefit of many years' experience, in SECURING PATENTS AND REGISTRATIONS OF DESIGNS, with due regard to VALIDITY, economy, and dispatch—assisted by scientific men of repute.

Also, in MECHANICAL AND ENGINEERING DRAWINGS, whether connected with Patents, Railways, or otherwise, by a staff of first-rate draftsmen.

Application personally, or by letter, to F. W. Campin and Co., No. 210, Strand (corner of Essex-street).

SIR JAMES MURRAY'S FLUID MAGNESIA.—Prepared

under the immediate care of the inventor, and established for upwards of 30 years.

This elegant preparation is recommended in all cases of bile, acidity, indigestion, gout, and gravel, as the most safe, easy, and effectual form in which magnesia may be—and, indeed, the only one in which it ought—to be exhibited, possessing all the properties of the magnesia now in general use, without being liable, like it, to form dangerous concretions in the bowels, or to exert any deleterious effects on the system.

It is also, and is particularly adapted to, without injuring the coats of the stomach, as soda, potash, and their carbonates are known to do; it prevents the food of infants turning sour; in all cases it acts as a pleasing aperient, and is peculiarly adapted to females.

It has long been known that the most serious consequences have frequently resulted from the use of solid magnesia, which has been proved by Mr. Brande and many other eminent chemists, to form concretions in the bowels, endangering, and, in some instances, destroying life.—SIR HUMPHREY DAVY testified that this solution forms soluble combinations with uric acid salts in cases of gout and gravel—thereby counteracting their injurious tendency, when other alkalies, and even magnesia